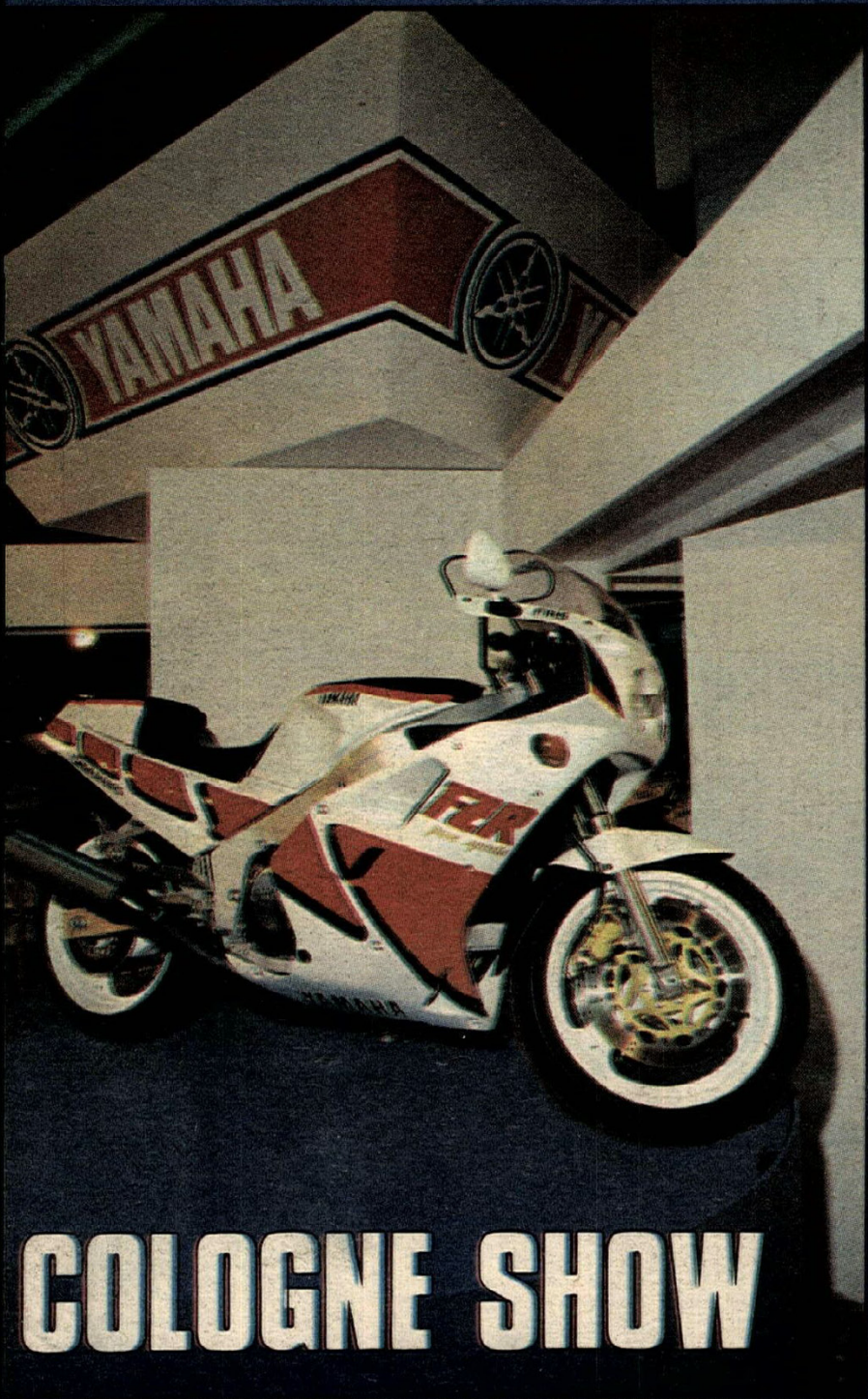


CYCLE NEWS

Volume XXIII: Number 39: October 8, 1986

\$1.50

175,000 posted for
1987 Camel Pro Series



COLOGNE SHOW

Six-second drag race

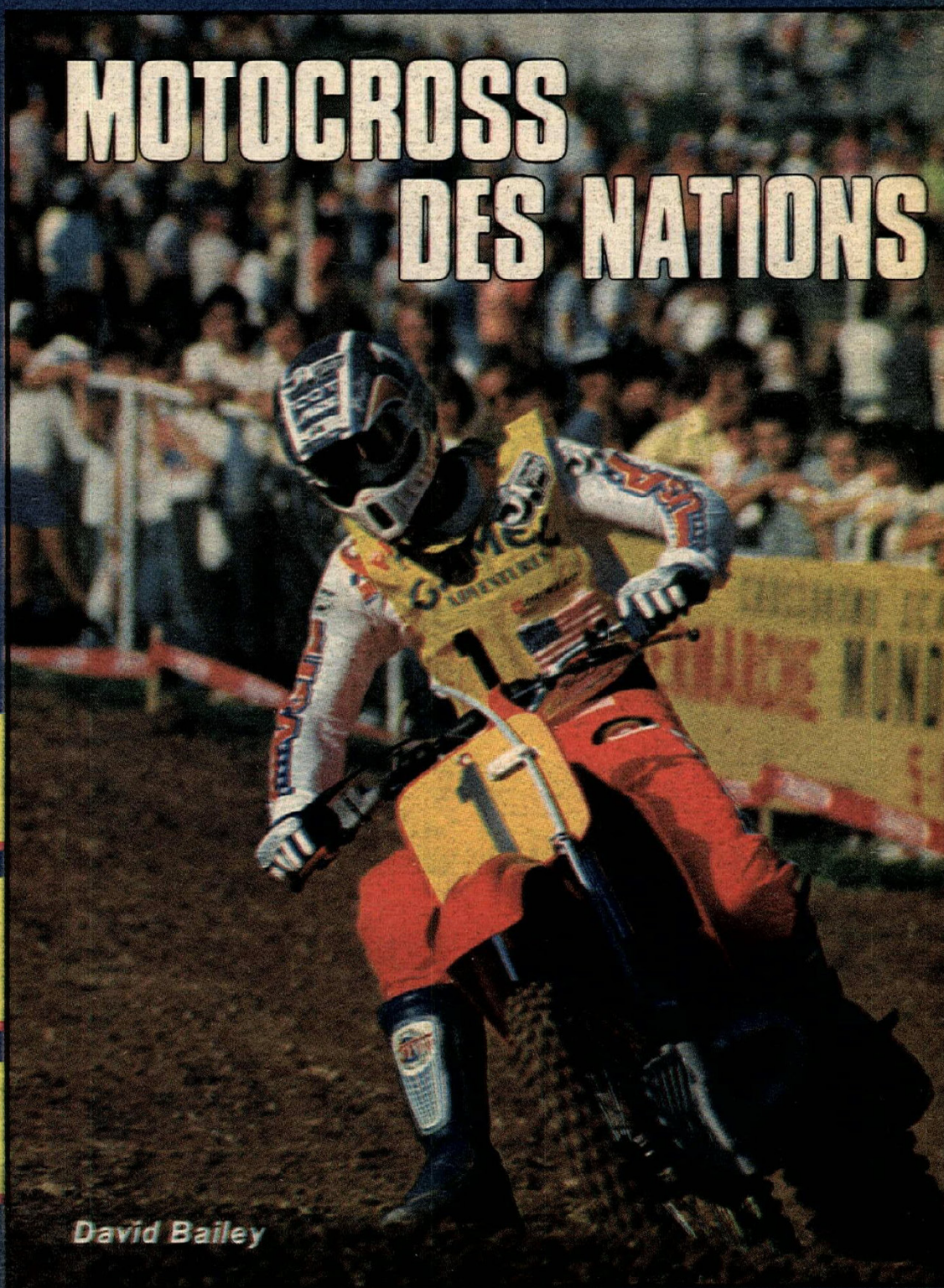
La Carrera II

1987 KTMs

Sacramento Mile

Trans-Cal Motocross

Suzuki Intruder 1400



David Bailey

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Yamaha rider Brian Myerscough claimed double-class wins during round four of the CMC/Dodge Dakota Trans-Cal MX Series at Baylands Raceway, Fremont, California, September 28. Myerscough went 3-1 in the 125cc Pro class beating Willie Surratt (Hon) and Bader Manneh (Yam). Myerscough swept both 250cc Pro motos, finishing ahead of Jeff Stanton (Yam) and Tommy Watts (Kaw). Watts topped the 500cc Pros after trading moto wins with Stanton. Willy Simons (Hon) finished third. Billy Grossi (Yam) continued to dominate the Vet Pro class with a 1-1 sweep, while Jimmy Gaddis (Suz) also went 1-1 to capture the 80cc Expert class win.



Dan Smith and Larry Roeseler, both riding Husqvarna 510 four-strokes finished one-two in the 30th Annual Shamrocks Hare & Hound in Fremont, California, on September 28.

The September 27 WERA/EBC National Endurance Road Race Series round at Oklahoma's Hallett Raceway was won by Solmax Racing by a margin of just 40 seconds over runner-up Team Hammer. Dwayne Palmer and Terry Bailey turned in 231 laps aboard the Solmax Racing Yamaha FZ750, as did Peter Carroll and Doug Toland who rode the Team Hammer Suzuki GSXR1100. The Yamaha FZ600 of Team Hard To Beat with Sam McDonald and B.B. Montemayor handling the riding finished third with 227 laps.

World Championship Observed Trials Series competitor John Lampkin, a member of England's best-known off-road family, suffered a broken femur in an automobile/motorcycle accident on Saturday, September 13. Lampkin was driving

a car given to his brother David by father Arthur as a birthday present and the car collided with a motorcycle traveling in the opposite direction on a highway near the Lancashire-North Yorkshire border. David Lampkin suffered shock and whiplash and a passenger, trials rider James Snowden, suffered serious internal injuries. The rider and passenger on the motorcycle were killed.

Shobert's \$40,000 bonus from the Camel Pro Dirt Track Series puts him in fourth on the all-time point fund earning list behind Jay Springsteen (\$144,000), Ricky Graham (\$134,600) and Randy Goss (\$121,900); Shobert has earned \$115,700.



PHOTO BY PAUL CARRUTHERS

Team Yamaha's Broc Glover hasn't raced a motorcycle since April because of a wrist injury, but his extensive bicycle training paid off when he won the 50-mile Rosarito Beach to Ensenada bicycle race on September 27 in Baja California, Mexico. Glover, who also competed as part of a team put together by the Kawasaki motocross department that included Jeff Ward and Mike Bell, completed the 50-mile, 12,000 entry race in 1:55; Glover has been riding bicycles 250-300 miles a week during his wrist rehabilitation period. "It was neat," Glover said. "A bunch of motocross guys did good." Glover wasn't sure of the team's placing but thought that Ward and Bell finished in the top 10. Glover has scheduled a return to motocross at the Tokyo Supercross in

November if doctors okay it. "I'm obviously in no lackluster physical condition, now I just have to get on my motorcycle. I have to be involved in something and riding the bicycle keeps me in shape and keeps me competing."

Toshi Nishiyama, the popular rider who for years has been the sole Japanese entrant in the ISDE, suffered a severe concussion when he hit a car head-on on the fifth day of the recently concluded Six Days in Italy. Nishiyama was hospitalized for four days and upon being released from the hospital spent a couple of days resting at the Franco Acerbis's house in Bergamo, then attended the Cologne (West Germany) Show before flying home to Japan.



PHOTO BY TOM MUELLER

Daytona (Florida) International Speedway on October 18-19. Highlighting the weekend will be the Paul Revere 250, the final round of the AMA/MotoWorld U.S. Endurance Championship Series, and the Championship Cup Series Races of Champions which will determine sprint race champs. The \$20,000 Paul Revere was postponed after it was rained out in July, and it replaces the Six Hours of Daytona, the usual fall endurance race at the Florida speedway. Ticket info is available by calling 904/254-6767.

While driving in a small town in Italy during the recent Six Days, motorists were stuck in a traffic jam when a shepherd led his flock of sheep on to the street. One of the sheep had a Smith Goggle sticker on its forehead.

Irate at a reckless Italian motorist, American Duane Summers reached in a lunch bag and grabbed an apple; leaned out the passenger window, and threw the apple at the car ahead of him. "... but it didn't even come close," said Summer. "The apple curved and hit an oncoming chase rider square on his helmet. The apple splattered all over our windshield as he rode by."

Ben Lewis, owner of Lewis' Husky Barn in Perrysburg, Ohio, passed away on September 22 after a long bout with cancer. Ben was an AMA Congressman and a long-time member of the Maumee Valley Riders M.C. He is survived by his wife Pat, daughters Pat Ann, Connie and Brenda, and sons Joe and Terry. His wife, Pat, will continue to run Lewis' Cycle Barn.

Bubba Shobert picked up \$65,000 in Camel Pro Series point fund money following the September 27 Sacramento (California) Mile, the final round of the '86 series. First place in the Camel Pro Dirt Track Series paid Shobert \$40,000, while the Camel Challenge Cup gave him another \$25,000 for being the top combined point scorer in road race and dirt track events. Scott Parker's second place in the dirt track series was worth \$24,000, while Doug Chandler earned \$18,000. Chris Carr (\$15,000) and Ricky Graham (\$13,000) filled out the top five. Going into Sacto, there was a tie for ninth between Pete Hames and Steve Eklund; Hames earned the \$7000 for ninth while the final payoff went to Eklund, at \$6000.

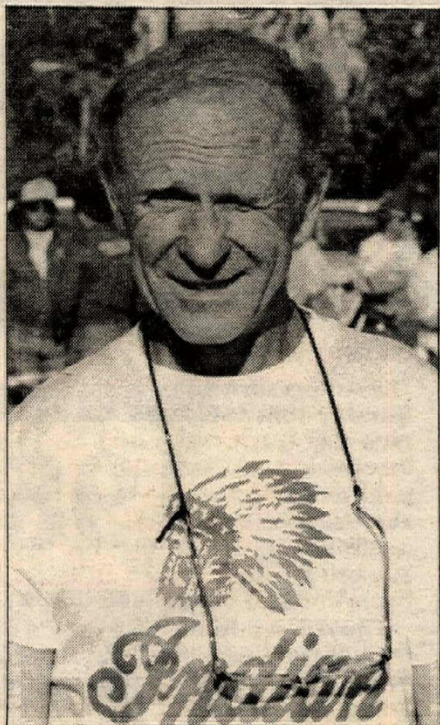


PHOTO BY PAUL CARRUTHERS

Two-time Grand National Champion Dick Mann has announced

Spectating at the Motocross des Nations in Italy was former National and World Champion MXer Danny LaPorte, who was a member of the American team the first year it won the event in 1981. "I'm living the lifestyle of the rich and famous," said LaPorte, who has been residing in Sun Valley, Idaho. "I've been riding mountain bikes with Broc Glover back home, and my wife and I spend some time with her parents here in Italy. I'm also looking for a sponsor for the Paris to Dakar race. That's something I'd really like to do."

Fritz Kadlec, the top American in this year's ISDE in Italy, was also spectating at the Motocross des Nations. "I'm going to get into more of this motocross," said Kadlec. "Can you believe how fast our guys go? Unbelievable," said Kadlec.

The Russ Darnell MX School slated to be held at Glen Helen, California, on October 4-5 will now take place at Los Angeles County Raceway in Palmdale, California. Darnell reports that the MX champ of India, Ajay Bafna, recently spent some time in California training with Darnell.

Most of the Americans who were in Italy with Team USA at the Motocross des Nations were in for a special treat on Monday, September 22 — Roger DeCoster had arranged a tour of the Ferrari plant in Italy. "I'm really thinking about buying a Testarossa, and now I can see how they put them together," said David Bailey.

The Eighth Annual Daytona Pro-Am road race meet will be held at

that the Third Annual Vintage Dirt Bike Rally will take place on October 19 at Sandhill in Brentwood, California. Celebrities like Kenny Roberts, Mert Lawwill, Hap Jones and Tom Sifton were on hand for last year's event and they plus the likes of former Grand National Champions Mark Brelsford and Gary Nixon are expected to be on hand this year. The rally features vintage bikes in MX, trials, hill-climb and flat track races. In addition, there will be a swap meet and bike show which will be judged. For additional info, call 415/234-6556 or 982-7242.

APPOINTED: Gary Allyn, to head the San Diego, California branch of Laguna Hills, California-based Larry Huffman Enterprises, a media company best known as a producer of radio and TV commercials and the Motorcycle World radio show.

Hospital STOP: Scott Mohan, the Pro-Am dirt tracker injured seriously during a turn four crash at the September 7, Syracuse Mile, recently was released from Krause Irving Memorial Hospital, and is convalescing at home. According to Mohan's father, Larry, the young racer is recovering from head injuries, as well as stretched nerves in an injured shoulder. In reference to his son's alertness, the elder Mohan said, "Scott is foggy at times and sharp at times." Cards and letters may be sent to Mohan at Rt. 2, Box 177, Parsonsburg, Maryland 21849.

It was confirmed that there will be another Viewfinders Grand Prix at Riverside Raceway in California on February 28-March 1. Malcolm Smith Products will again be the contingency sponsor for the race, and entries should open the second week of January. Keep your eyes open for an entry blank in *Cycle News*.

Harry Oxley, promoter of the speedway races at Costa Mesa, California's Orange County Fairgrounds, has put together a special tour package to the 1987 Hawaiian Speedway Championship which will take place in Honolulu's Aloha Stadium on February 20-21. The tour features both a four-day/three-night arrangement and an eight-day/seven-night arrangement. Included in the cost are accommodations at the Travelodge Hotel — Waikiki Beach, tickets for both nights of racing, and airport, hotel and stadium transportation by private motor coach. The four-day price is \$177, and the price for the eight-day tour is \$301. Airfare is additional. For more info, contact Far West Tours, 4551

Glencoe Ave., Suite 205, Marina Del Rey, CA 90292, 213/827-8181 or 800/648-8827.

Honda East, a Honda dealership in Bear, Delaware, opened its doors to the public just one year ago with only six employees. Today, with a staff of 25, Honda East has achieved something that no other first-year dealership has been able to accomplish. Honda East has received American Honda's Challenge to the Leaders award, in recognition of outstanding customer service and convenience and for achievement of objectives. The award is presented to the top 50 Honda motorcycle, ATV and scooter dealers. Honda East will celebrate with a special first anniversary celebration which will take place October 11-12. There'll be a film festival, tech seminars, music, refreshments and door prizes.



"Hi! I'm Tamra Ja'nell, the current Ms. Harley-Davidson. I've had the time of my life representing Harley-Davidson since March of '85. I've attended approximately 30 events nationwide annually since obtaining the title. My reign as Ms. Harley-Davidson will end during Daytona Bike Week in March of '87, and Harley-Davidson is conducting a search for my replacement through a contest. Sound exciting? All you have to do is visit your local Harley-Davidson dealer and pick up the official Ms. Harley-Davidson Contest entry form, follow the instructions and send it in. Good luck!"

The phone number listed under Sprocket Specialists' new product release on page 21 is a dealer-only number and is not for consumer use. *Cycle News* realized the mistake after that page had gone to press.

Early confirmed entrants for the upcoming I.C.E. North American Ice Speedway Championship and the World Cup Ice Speedway Series Championship and the World

Ice Speedway Series finale which will be held in Salt Lake City, Utah, on November 8-9, respectively, include George Lazor and John Lewis of New York, Ken and David Pieper of Colorado, and Bart Bast and Steve Martin of California. The two days of speedway racing on ice will be held in conjunction with the Autorama Motorsports Expo.

Two-time Iron Butt Rally winner George Egloff will ride more than 18,000 miles this winter, criss-crossing the nation over and over again to promote what the organizers of the Nissan-sponsored Great American Motorcycle & ATV Shows are calling Touring Jamboree '87. The Great American Shows will feature special displays and activities catering to the touring rider at each of the seven shows, the first of which takes place in Tarrant County Convention Center in Fort Worth, Texas, December 12 to 14.

MOVED: Racer's Choice, the Debbie Matthews-owned accessory store, to 231 East Dyer Rd., Unit G, Santa Ana, CA 92707, which is just around the corner from the store's old location, 714/540-2911.

Sports Promotion Entertainment will host an Invitational Pro Arenacross at Hemet (California) Fairgrounds on Saturday night, October 18. Pro 125 and 250cc classes will be run. For info on how to get invited to compete, etc., contact Mary Whitaker at 714/658-6355.

Ron Hendrickson has announced that the NMA has contracted to hold their annual Grand National MX Championship meet at Ponca City, Oklahoma, through 1990. The 1987 event will be held August 2-9. In addition, the NMA has announced that the 16th Annual Kawasaki World Mini GP will be held in Las Vegas, Nevada, the weekend of April 17-19, 1980. •

Police recover bikes stolen at San Jose Mile

By Farren Williams

LONG BEACH, CA, SEPT. 26
Police in San Jose, California, recently recovered two motorcycles stolen September 14 from an alleged security parking area at the Santa Clara County Fairgrounds during the AMA/Camel Pro Series, Honda San Jose Mile. At least one stolen bike, however, has not been recovered and police doubt it ever will be found.

The motorcycles were taken from an area reportedly called the "AMA Corral" sometime between 4:30 and 5:30 p.m., (about the time the National main event was being held), according to a spokesman for the San Jose Police Department. A 1984 Kawasaki Ninja, and a 1986 Yamaha (model undisclosed) were recovered within hours of the thefts, but there are no clues to the whereabouts of a 1985 Ninja owned by Michael Dingley of Fremont (California) Cycle Center.

"According to the report, there are no suspects listed, the case has not been assigned, and we have no leads,"

said police when asked to describe the status of the Dingley case.

"At least three motorcycles were taken and two arrests were made," police said. "We can't tell you whether there were more thefts or not. There may have been, but they're not cross-referenced to these cases."

A 22-year old San Jose man was arrested within 24 hours of the race for possession of the stolen 1984 Ninja, and a 17-year-old youth from San Jose was taken into custody within 36 hours for possessing the stolen Yamaha. Police declined to identify either suspect, and also refused to release the names of the motorcycles' owners.

Dingley, who contacted *Cycle News* directly, said he arrived at the race late, just in time to watch the main event. He parked his Ninja in the alleged secured parking area about 4 p.m., and when he returned after the 25-lap feature race his motorcycle had vanished.

"I parked there with the intent it was being watched," said Dingley. "I had a claim check for the bike, but when I got back it was gone."

Dingley, who has been unable to determine who was responsible for the parking area he said he used during the day of the race, provided *Cycle News* with a photocopy of his claim check. The check apparently documents his claim to a 1985 Kawasaki Ninja, license number 2Z0896.

The claim check does not identify the agency that issued the check, nor does it connect the claim to the Fairgrounds, to any other agency, or to any specific event. The check does warn the check holder that, "we assume no liability for theft or damage, although we will use reasonable caution to protect the property of our customers."

"To our knowledge there was no such (parking) area," said Charles Perrotta, an attorney for the Santa Clara County Fairgrounds Association. "We don't use a claim check. If someone was doing that, they had no authority to do it."

"(Dingley) claims he was led to believe he had secured parking," said Perrotta. "He called it the AMA Corral. To our knowledge we do not have anything like that. We'll have to check with the promoter, Ken Clapp, to see if there was anything like that."

Clapp, speaking for Bob Barkheimer Associates — the company that promoted the San Jose Mile — said, "We don't have anything to do with parking. The Fairgrounds took parking away from us years ago. They charge people to park and it's the Fairgrounds' responsibility to oversee that."

"(Dingley) has called (the Fairgrounds Association) and they refuse to talk to him on the phone," Clapp said. "The problem they have is, they're self-insured and they don't want to belly up to the bar and start writing checks for motorcycles. The Fairgrounds has total, absolute, financial and moral responsibility. BBA is no way involved with the thefts of these motorcycles."

There is no such thing as the AMA Corral, according to Pat McCoy of the American Motorcyclist Association. "No parking is ever under the control of the AMA," she said. "It's always under the control of either the promoter or the facility owner. To my knowledge, we had nothing to do with it."

Dingley's Kawasaki is black and red (about a 50/50 color mix), and appears slightly different from other Ninjas because the mirrors have been removed. Anyone in the San Jose area who has seen a motorcycle that matches that description should contact the San Jose Police Department (408/277-4156) or Fremont Cycle Center (408/793-7311). •

Big bucks, less races for '87 Camel Pro Series

SACRAMENTO, CA, SEPT. 28

The American Motorcyclist Association and R.J. Reynolds announced Sunday that the 1987 Camel Pro Series will consist of 18 events, nine dirt track races and nine road races. A total of \$475,000, an increase of \$200,000 over this year's Camel Pro point fund, will be paid to competitors via a \$160,000 point fund and a new series of events, five-lap Camel Challenge races that will involve the top six qualifiers at each Camel Pro event. The Camel Challenge events will pay out a total of \$315,000, \$17,500 at each of the 18 events with the winner of each collecting \$10,000.

The AMA and R.J. Reynolds have inked a three-year contract and the contract provides R.J. Reynolds with an option to renew for two more years. The contract also contains an exclusivity clause that prevents advertising by any smoking tobacco manufacturer other than R.J. Reynolds at Camel Pro Series events.

Compete details next week.

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voices

Let's hear it for the boy

Hats off to the 1986 500cc World Champion Eddie Lawson. We've followed him closely since his early years with Kawasaki and his career continues to be nothing less than brilliant.

There is another American rider who seems to get most of the press and recognition, but Eddie showed us this year what a true World Champion is made of by crashing hard at Laguna Seca and coming back the following weekend to win a GP in Europe. I'll put my money on Eddie Lawson everytime no matter who he's riding against.

We want to help wave the flag for Eddie, so where can we buy the World Champion T-shirts and hats?

ART DAVIS
Housatonic, MA

Lawson World Championship T-shirts are available for \$12.95 each, and shirts with collar and pocket are available for \$18 each, from Fine Line Sportswear, 1040 W. 2nd St., Pomona, CA 91766, 714/623-1438... Editor.

1/2 Fast Racing

After having taken part in the WERA 24 Hours West endurance road race at Willow Springs, I anxiously awaited the arrival of *Cycle News* to read of my team's finish. I thought surely a team that ran in the top five for 18 of the 24 hours would receive some mention or perhaps in that we were first in the Middleweight class might earn a word or two.

The fact that we finished 15 laps up on the Red Eagle Racing "superbike," whom you found room to mention, would certainly be worthy of a line.

I am aware that it's not possible to mention all teams in your otherwise good race coverage, however, just a word or two will encourage a team to return next year, and sponsors to continue to help.

Thanks for printing my letter and thanks to my 1/2 Fast Racing's sponsors, Michelin Tires and Lockhart. Thanks also to WERA for a very well run event.

WALT CADMAN
1/2 Fast Racing
Brea, CA

Bodines, not Middletown

Please note the following re your report on round eight of the NATC Observed Trials Championship Series: the event was held in Bodines, Pennsylvania, not Middletown, Pennsylvania. The host club was the Pennsylvania Trail Riders.

BOB HOWARD
Williamsport, PA

That's not Buggy

I really liked the Dirt Rider ad on Dick "Bugsy" Mann in your September 10 issue, but am I one of the first 100 smart ass readers to point out the identity of the older gentleman in the middle picture?

He is one Jeffrey Smith on a 250 Can-Am at the 1975 ISDT.

Do I win a free *Cycle News* hat that fits all sizes or a life subscription to Dirt Rider?

TRANT JARMAN
Automobile Magazine
Ann Arbor, MI

Your hat is on the way, Trant. You'll have to check with Dirt Rider on the sub. "That picture didn't look all that right to me," said Dick Mann when we asked him about it. "I rode a high number at the Six Days that year." Charlie Morey, the editor of Dirt Rider, covered the 1975 ISDE for Cycle News. "I've got to pass the buck on that one and place the blame for the wrong picture on publisher Dick Lague, although I'll admit I wasn't sure whether or not it was Bugsy," said Morey... Editor.

We're blushing

Just received the latest issue of *Cycle News* (September 24, 1986). I think your new format is great! Also, the full-bleed cover is terrific and would be even if it were not a Kawasaki. *Cycle News* has made tremendous progress over the past few years. Keep up the good work.

MIKE VAUGHN
Director of Communications
Kawasaki Motors Corp., U.S.A.
Irvine, CA

Missing person

It has become imperative to contact you and the readers of *Cycle News*. I am in search of a person familiar to many of you, especially on the West Coast, Mr. Steve Peterman who is more commonly known as "Mr. Jags," the owner of the Mr. Jags Racing Team. Steve has disappeared.

This is not a joke. Steve Peterman was last living in Mammoth Lakes,

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ON THE FRONT PAGE: The 1987 Yamaha FZR1000 was shown at the Cologne Show in West Germany. Photo by Henny Ray Abrams. David Bailey led the U.S. team to victory in the Motocross des Nations. Photo by Tom Mueller.

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California, operating his business and working for the Mammoth Mountain Ski Patrol. However, I have been unable to contact him or find out where he is since January of this year. His conspicuous absence at the recent Laguna Seca Nissan 200 leads me to believe he may be the victim of some sort of foul play.

If anyone has any information on the whereabouts of "Mr. Jags" please contact me for I am concerned.

DAVID PELETIER
619/223-7012
San Diego, CA

Square deal

I'm responding to the letter from Mrs. Pat Barrow regarding the lack of prizes distributed at the AMA Amateur and Youth National Dirt Track Championship held at Square Deal Riders M.C. in New York.

Mrs. Barrow was absolutely correct in her observation of the lack of door prizes given out at these Nationals, however being a member of Square Deal I know how much effort went into promoting these events.

Part of the promoting was obtaining prizes to be given out at the events. Over 200 requests for merchandise was sent out and the response we received was paltry to say the least. The companies Mrs. Barrow mentioned (Wiseco, Klotz and Shoei) were all contacted at least twice. Wiseco was the only one to contribute anything and that consisted of a paper Wiseco banner. Big deal.

All the major helmet companies were contacted including Shoei, Bell, etc., and they all thanked us for asking but were unable to contribute anything. Maushin was the only company to donate a helmet.

The jackets had to be mailed because we had no way of knowing who was going to win so obviously their sizes were unknown, and the jackets were paid for by Square Deal.

The major donor was Carlisle Tire Co. who gave 13 tires, and we certainly thank them for that. Of course, if it hadn't been for American Honda, who contributed the trophies, Square Deal Riders would have lost more money than they did. That's right, the expenses outweighed the income. It wasn't exactly a financial bonanza.

We asked the same question as Mrs. Barrow did. "What happened to all the sponsors?" No one was more discouraged than Square Deal members.

I do, however, disagree with Mrs. Barrow in one respect. I too have attended many Nationals with my sons, and never did we go for the purpose of feeling good because of receiving door prizes. Competing on a national level, receiving a national trophy, a national number, and national recognition should be sufficient encouragement.

If a young rider places more emphasis on prizes than he does on national competition he should re-evaluate his purpose for racing.

LARRY McBRIDE
Binghamton, NY

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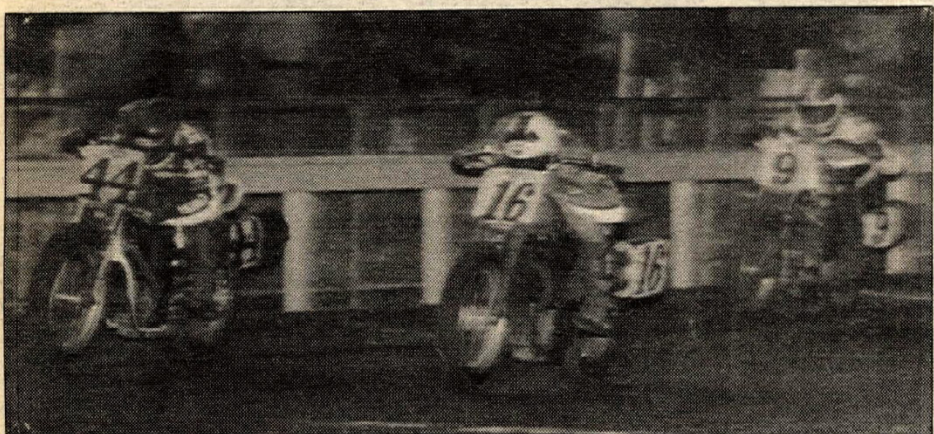
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Bubba Shobert checks over his shoulder while exiting turn four during the main; he found no one trailing. Chandler was a distant second.



The race for third: Alex Jorgensen (44) edges Ronnie Jones (16) by a wheel at the finish line; Jay Springsteen (9) is not far behind in fifth.

AMA Grand National Championship/Camel Pro Series: Final round

Record-setting win to Shobert at Sacto Mile

By Matt Hilgenberg
Photos by E.W. Dominie

SACRAMENTO, CA, SEPT. 27

Bubba Shobert became the first man in history to win nine National events in a single season tonight by topping the 25-lap mile National at Cal-Expo Fairgrounds. The win

was also Shobert's 19th career mile victory, putting him three ahead of Ricky Graham in the record book.

Shobert broke away from the pack early in the main event on the chilly evening, but second-place rider Doug Chandler got another chance to catch the fleet Team Honda/Bell/Vetter/Kerker/Fox rider when the race was stopped on lap 18 for a Graham crash in turn three; Graham was uninjured, but did not make the restart.

Chandler's second-place finish moved him into third in final Camel Pro Series point standings behind Shobert and Parker; Chris Carr, who was third before Sacramento, encountered mechanical problems which left him with no points, and in fourth for the year; Graham is one point behind Carr in fifth.

Qualifying

Carr rode his Mert Lawwill-tuned Harley to the fastest qualifying lap of the day, at 37.481 seconds. Shobert's



Ricky Graham (3) and Doug Chandler (10) raced hard for second place in the main until Graham fell on lap 18. Chandler then took an easy runner-up.

37.493-second lap was just a shade slower than Carr's, and put him on the pole for heat two. Chandler turned a 37.849, and Alex Jorgensen a 37.989 to sit on the poles in heats three and four. Graham was fifth quickest at 38.026, while Jay Springsteen (38.147), Ronnie Jones (38.183), Steve Morehead (38.216), Chad Felicio (38.229) and Keith Day (38.277) filled out the top 10 spots.

Junior National Champion Bryan McDowell took his restricted Harley-Davidson XR750 to the top Junior qualifying position, stopping the clock at 39.339.

Heats

When the first 10-mile heat race got underway, Morehead and Pete Hames were first into turn one. However, by turn three, Morehead was dropped to third behind new leader Carr and Hames. Once out front, Carr quickly pulled away from a draft-and-pass game for second between Hames, Morehead and road racer Wayne Rainey; Felicio would stick a wheel in once in a while to keep things interesting. The positions changed in each turn, and riders would bounce from second to fifth, back to second again. When the white flag came out, Harley-Davidson Motor Co./Electro/Lawwill/Shoei/Hap Jones/RS Taichi/Hi-Point-sponsored Carr had a half-straightaway lead over Morehead and Rainey. The three transfer positions held to the checkered flag, forcing Hames and Felicio to ride a semi.

Dave Durrelle was quickest to react to the green light in heat two, and sped into turn one ahead of Jones and Rod Farris. Jones grabbed the lead in turn three, but didn't hold it for long, as Shobert came thundering past everyone on the inside just past the start/finish line to take over the point. Gill/GF Racing/Shoei/Megacycle/Knight-back Jones and Farris filed in behind while Durrelle dropped to sixth behind Day and Jon Cornwell. The race was for second; Jones would take the position in turn one, then Farris would take it back in three. Finally, Farris inched ahead and maintained the position all the way to the checkered behind Shobert. Jones made the transfer, while Day and Cornwell finished fourth and fifth.

Chandler was third at the start of heat race three, but he led the pack as they crossed the line to end lap one. Honda-mounted Terry Poovey wasn't going to let the race be lopsided, and chased after Chandler; Steve Eklund and Springsteen were third and fourth, respectively. While Poovey and

Chandler took turns leading, Springer went to work to catch Eklund. As the laps counted down, the race got tighter. Lap eight saw Poovey surrender his last shot at leading when Chandler drafted by in turn three. Eklund and Springsteen's race carried them up behind Poovey, and as they neared the white stripe for the final time, Springer and Eklund pulled out for a pass. Springsteen made it by half a wheel to finish second behind Chandler, while Poovey had to settle for third; Eklund finished a disappointing fourth.

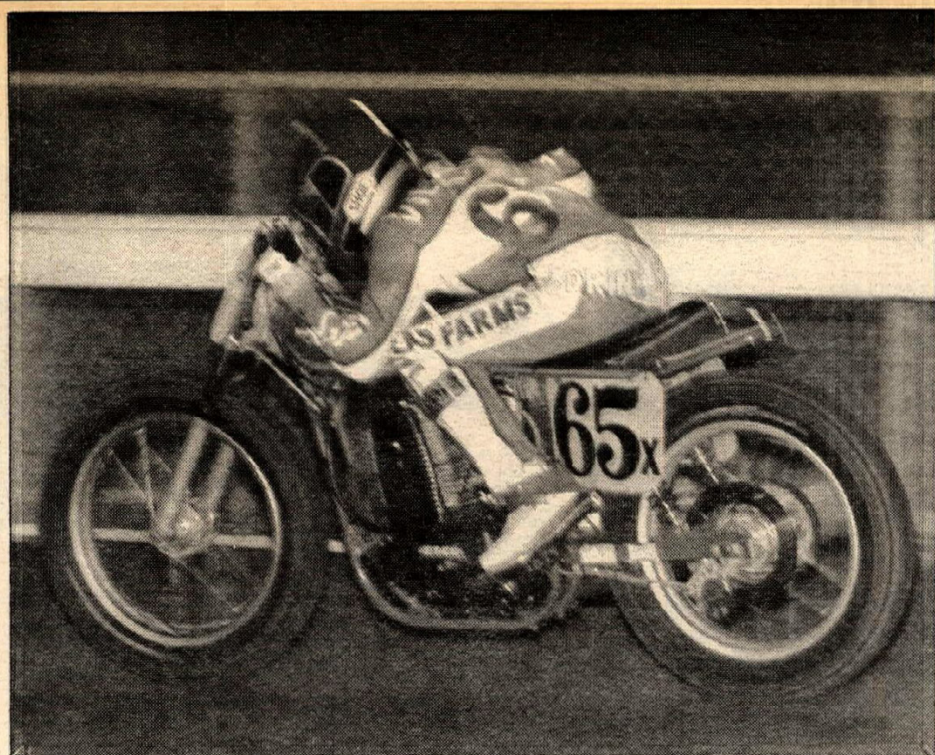
Heat four was one of the best races of the evening as Graham, Parker, Tom Maitland and Jorgensen (Pioneer Trucking/Sutter/Hi-Point/Storz Honda) fought for the lead. Jorgensen was third on lap one, but slipped off the groove in turns one/two and quickly dropped back to seventh. Jorgy proved he had the horsepower by quickly rejoining the leaders on lap three. Graham led most of the early laps on the Honda/Arai/Bell-Ray/Tsubaki/ND RS750D, while Maitland and Parker traded second. Near the midway point of the race, Maitland turned up the steam to take over the lead, only to have Graham pass him back. Parker then put Maitland back another spot to race with Jorgensen. At the typical-for-a-mile close finish, Graham scored the win over Parker, Jorgensen and Maitland.

Semis

The top two riders from each 10-lap semi transferred directly to the main, while third through seventh went to the Last Chance Qualifier.

Several riders in the front row of the opening semi were a little too anxious for the green light, and everyone but Boody was sent to the third row. Boody didn't get the holeshot, but he was comfortably out front by the end of lap one. Hames was charging from row three, and in a couple of laps, joined Boody up front. Hames then led until the midway point, when Day, also off row three, caught up to race for the lead. Day led a few laps at the finish line, but not the one that counted, as Hames took the win on his Gardner Racing/Arai/Hi-Point Harley over Boody for the two transfers; Day and Felicio were third and fourth.

Hank Scott led almost every lap of semi two on his KK Aftermarket Supply Honda while Eklund and Don Howard dived for second. In the end, it was Scott and Eklund who earned rides in the main, while Howard was forced back to third ahead of Maitland.



Junior National winner Bryan Vilella tucks in for the Cal-Expo Fairgrounds front straight. Vilella defeated Bryan McDowell in the feature.

Last Chance Qualifier

Cornwell nabbed the holeshot in the LCQ, but the race was stopped after one lap because the starter felt that it wasn't a fair start. When the green lit up again, Cornwell was again first to turn one, this time trailed by Day and Sammy Sweet. Day led by a wheel at the start/finish line, but it was Sweet who was on the gas. He put the Pyramid Builders Harley into the lead on lap two for two circuits, then Day started making a bid for the spot. On each lap, Sweet would lead from turn three to turn one, then Day would lead from turn one back to turn three. On lap eight, Felicio went down hard exiting turn two, and the race was stopped and called complete. Sweet was ahead at the right time, and earned the final spot in the main event.

Junior National

Top qualifier McDowell had little trouble winning the opening six-lap Junior heat race over Chance Darling and Adam Sabedra. Heat two had Bryan Vilella get off the line in sixth, jam into second by turn three, then take the lead for good on the front straight. Honda-mounted Bobby McDowell kept Vilella honest until the finish, as the leading duo pulled out from third-place rider Tony Harrell.

In the main, Darling grabbed the holeshot over McDowell; MC Racing/Wood Racing/Tsubaki/Chivington Honda/Shoei/Lucas Farms/Hog Wash/Cam-2-sponsored Vilella was fifth. McDowell and Vilella were 1-2 by turn three, and kept an even margin over Darling for the first four laps. Vilella spent lap five reeling in McDowell, and he took over the lead by turn one of the sixth circuit. Two laps later, McDowell used the same move to regain the lead. McDowell maintained his lead until the final go-around, when Vilella again drove past heading into turn one. Vilella's momentum carried him out of reach for McDowell, and the Wood-Rotax rider took the win by a comfortable margin. McDowell, Darling and Honda RS750-mounted Willie McCoy were second through fourth.

National

The 25-lap Florin Road Toyota National was plagued by a number of DNFs. Of the 17 starters, only 10 riders were still running at the finish. All 17 riders were rolling on Good-year rubber.

Carr was quickest off the line when the green light lit up, followed by

Graham, Shobert and Chandler. The National Champion nabbed second in turn three, then moved into the lead on lap two; Chandler passed Graham for third at the same time. On the third lap, Carr's bike began to slow, and he dropped from contention on lap five.

Shobert had a clear lead, and had broken the draft by lap six; Graham, Chandler, Farris, Poovey and Jones trailed. Graham and Chandler became embroiled in a fierce race for second, and they got too far ahead of Farris for the Ed Fisher-sponsored rider to draft. A good distance behind Farris, Poovey and Jones were going at it for fifth; they were trailed by Springsteen.

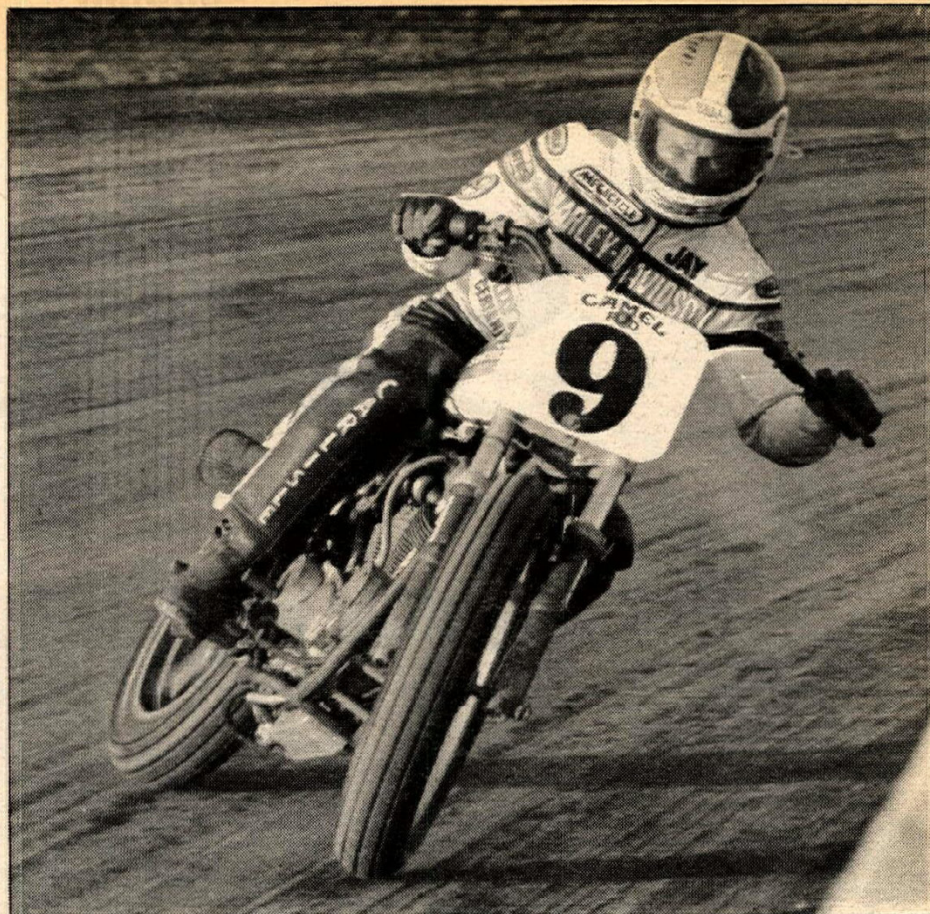
On laps 10 through 13, Chandler and Graham raced side-by-side, with Graham usually taking the position in turn one and Chandler taking it in three. Behind them, Poovey pulled out with a blown motor, leaving Jones all alone in fifth.

On lap 15, Springsteen and Jorgensen reeled in Jones, and a tight three-way dice for fifth began. By lap 18, Shobert had nearly a half-straight-away lead, and the race looked to be as good as over. Then Graham tried to stick it under Chandler in turn three, and apparently had no brakes. He touched Chandler's left number plate and fell down; he was unhurt. Graham's boom box was torn off his machine, however, and eighth-place rider Morehead, on a Freddie Spencer/SuperTrapp Honda, ran over it. The boom box tore off Morehead's sump, putting him on the DNF list.

As the red flag came out to stop the race for Graham, Farris' boom box split down the side, making the bike quite loud. In the few moments before the restart, most riders flopped their rear tires over for fresh rubber, although there was not excessive wear on even the front-runners' tires. Farris' crew spent the time trying to safety wire and duct tape the boom box back together. They sent him out for the remaining eight laps with crossed fingers.

On the restart, Shobert jumped back out front, followed by Chandler, Farris and Jorgensen, who slipped off the groove on the 19th lap and dropped back two positions behind Hames and Springsteen. Jorgy quickly passed Springsteen and rejoined Jones and Hames in the race for fourth. At the beginning of lap 20, Farris' boom box had again split, and he received the black flag, putting him out for the evening.

Shobert was again out of Chandler's



Jay Springsteen returned to Camel Pro competition and finished fifth in the main to collect his share of the \$33,000 total purse.



Heat four was a great race between Ricky Graham (3), Scott Parker (11) and Tom Maitland (30). Graham won, with Parker second and Maitland fourth.

reach by lap 21, and Chandler in turn was comfortably ahead of a Jorgensen/Hames/Jones race for third; Springsteen was catching up from sixth.

While Shobert and Chandler continued their romp to the finish line, the race for third got even hotter. On lap 22, they crossed the line Jones, Hames, Jorgensen, Springsteen, with Parker not far behind in seventh. The next circuit had Hames drop back off the pace; Jorgensen went a little high in turns one/two, and Springsteen took over fourth behind Jones. On the final lap, Springer put Jones back to fourth in turn two, and the three raced side-by-side down the back straight. Positions shuffled in the final turns, and they blasted out of four in single file. Jorgensen pulled to the outside to run side-by-side with Jones at the finish; third went to Jorgy by a wheel, with Jones, Springsteen and Parker finishing fourth through sixth.

Shobert had already taken his 25th career National win, moving him out of a tie for fifth on the all-time win list with Dick Mann and Graham. He said, "All I can say is, that last lap was the longest of my career. With only eight laps left (at the red flag), I thought I pretty much had it wrapped up, if my bike didn't break. On the restart, it always gives the guys a chance to hook up with you, so I tried to run the first few laps and get away,

then I backed off and rode safe." He added, "I'd really like to thank my mechanics Skip Eaken and Ray Plumb."

Chandler's second place capped off an excellent string of finishes during the three final rounds; he won the San Jose Mile and Ascot Half Mile during the past few weeks on his Jerry Griffith-tuned Freddie Spencer/SuperTrapp Racing Honda, which vaulted him into third in final series points.

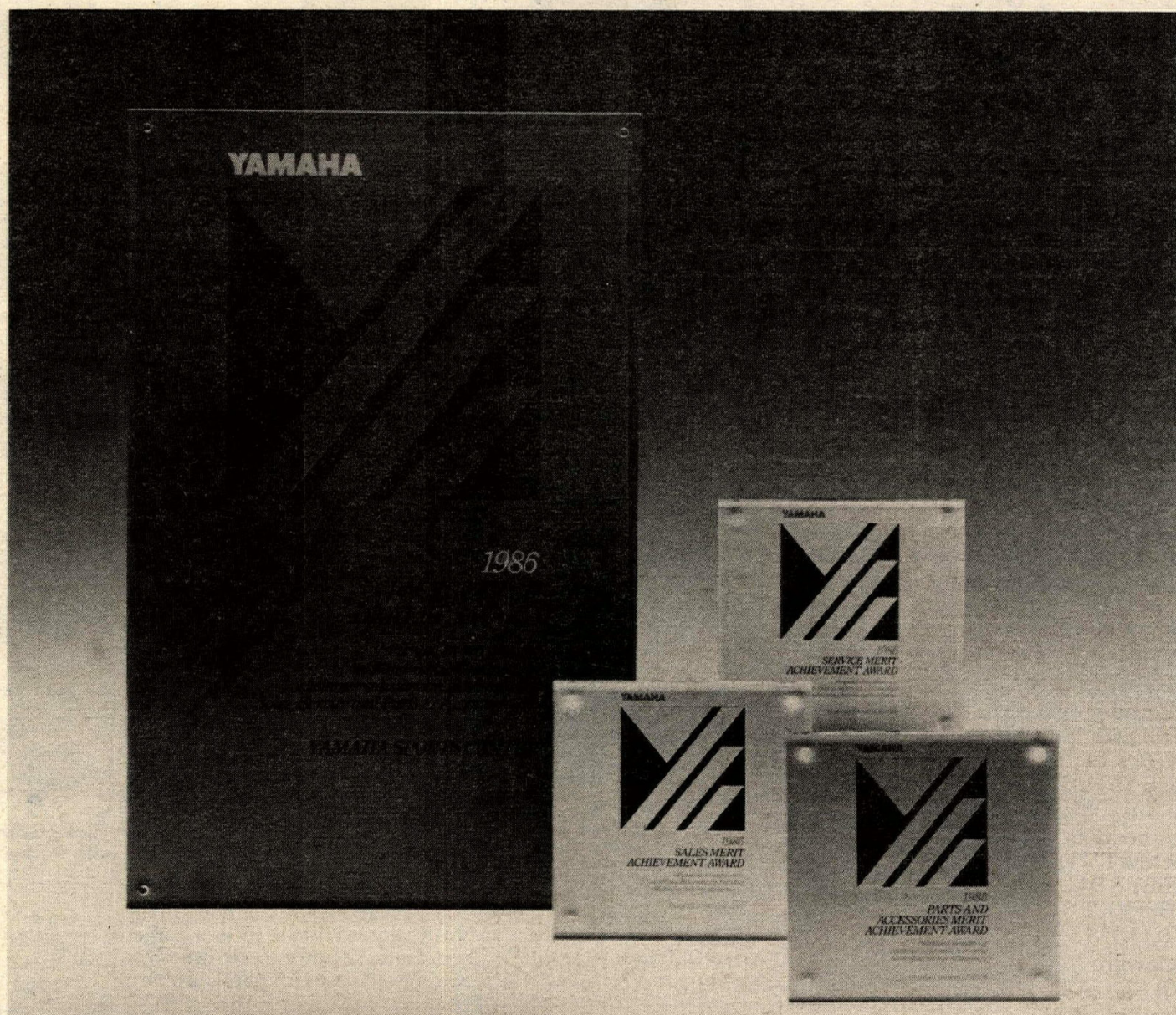
Results

25-LAP NATIONAL: 1. Bubba Shobert (Hon); 2. Doug Chandler (Hon); 3. Alex Jorgensen (Hon); 4. Ronnie Jones (Hon); 5. Jay Springsteen (H-D); 6. Scott Parker (H-D); 7. Pete Hames (H-D); 8. Hank Scott (Hon); 9. Ted Boody (Hon); 10. Steve Eklund (H-D); 11. Rod Farris (Hon); 12. Steve Morehead (Hon); 13. Ricky Graham (Hon); 14. Terry Poovey (Hon); 15. Wayne Rainey (Hon); 16. Chris Carr (H-D); 17. Sammy Sweet (H-D).

12-LAP JUNIOR NATIONAL: 1. Bryan Vilella (W-R); 2. Bryan McDowell (H-D); 3. Chance Darling (H-D); 4. Willie McCoy (Hon); 5. Robert Damron (H-D); 6. Donnie Harrell (Rtx); 7. Craig Howard (W-R); 8. Adam Sabedra (Rtx); 9. P.J. Sanchez (Rtx); 10. Tony Harrell (Hon); 11. Matthew Yoho (H-D); 12. Bobby McDowell (Hon).

AMA GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES FINAL POINT STANDINGS: 1. Bubba Shobert (313); 2. Scott Parker (217); 3. Doug Chandler (202); 4. Chris Carr (188); 5. Ricky Graham (187); 6. Ronnie Jones (144); 7. Ted Boody (131); 8. Hank Scott (106); 9. Pete Hames (102); 10. Steve Eklund (99); 11. Alex Jorgensen (92); 12. Rod Farris (86); 13. Steve Morehead (81); 14. Jay Springsteen (80); 15. Scott Pearson (68); 16. Randy Goss (63); 17. Terry Poovey (60); 18. Sammy Sweet (49); 19. Tom Maitland (32); 20. Tim Mertens (29). JUNIOR NATIONAL CHAMPIONSHIP FINAL POINT STANDINGS: 1. Bryan McDowell (316); 2. Bryan Vilella (252); 3. Ted Taylor (105); 4. Brian Bonesteel (94); 5. Curtis Cannon (88); 6. Chance Darling (84); 7. Eric Sassaman (80); 8. Steve Duff (79); 9. Eric Graybeal (72); 10. Les Washbon (66).

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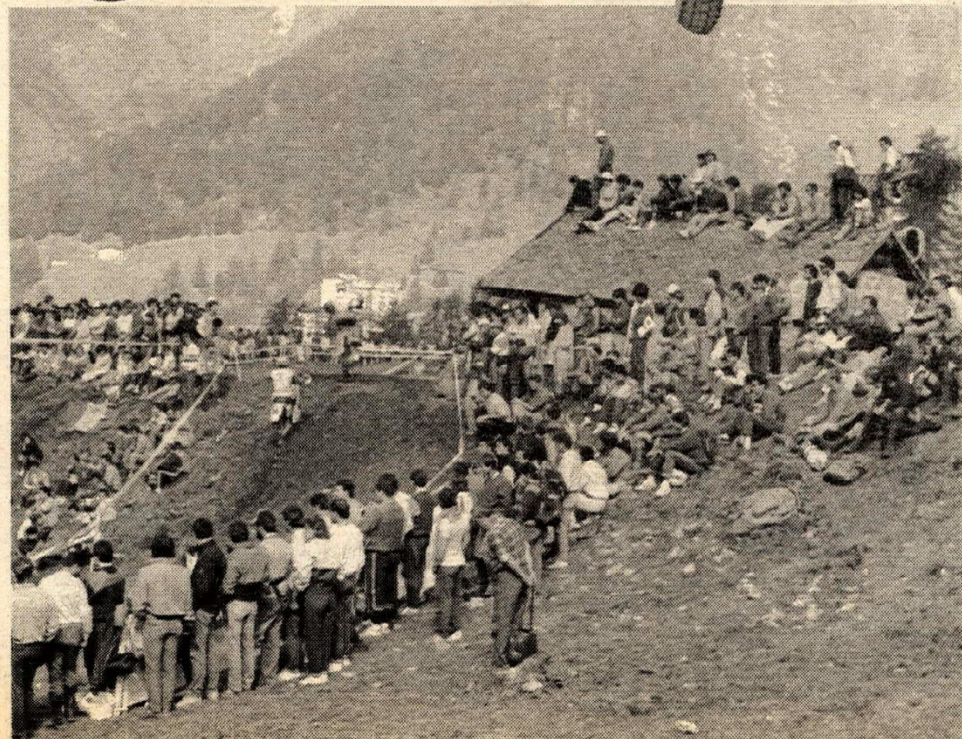
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Italy - ISDE

Photos by Kit Palmer

The 61st International Six-Days Enduro took place in the Alp mountain range of northern Italy, September 8-13, beginning and ending each day on the picturesque town of San Pellegrino. Here is a photo review of the ISDE in which the Italian Trophy Team took their sixth-ever victory.





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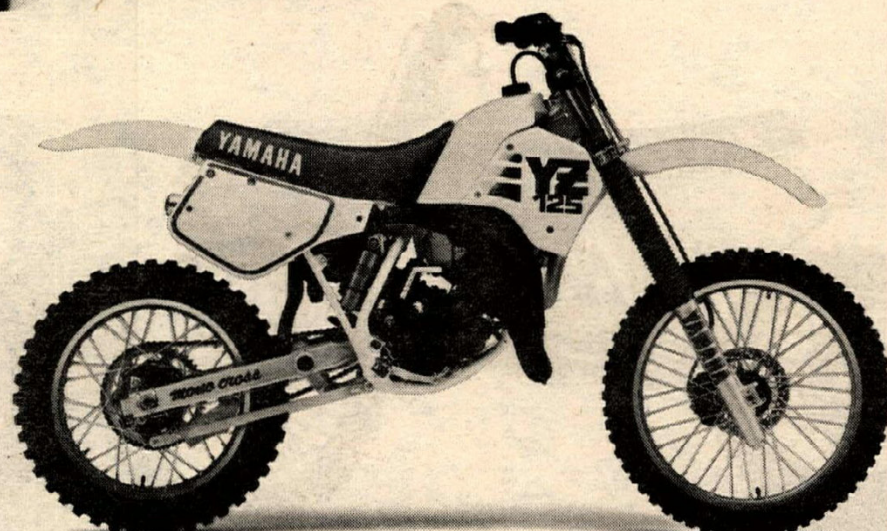
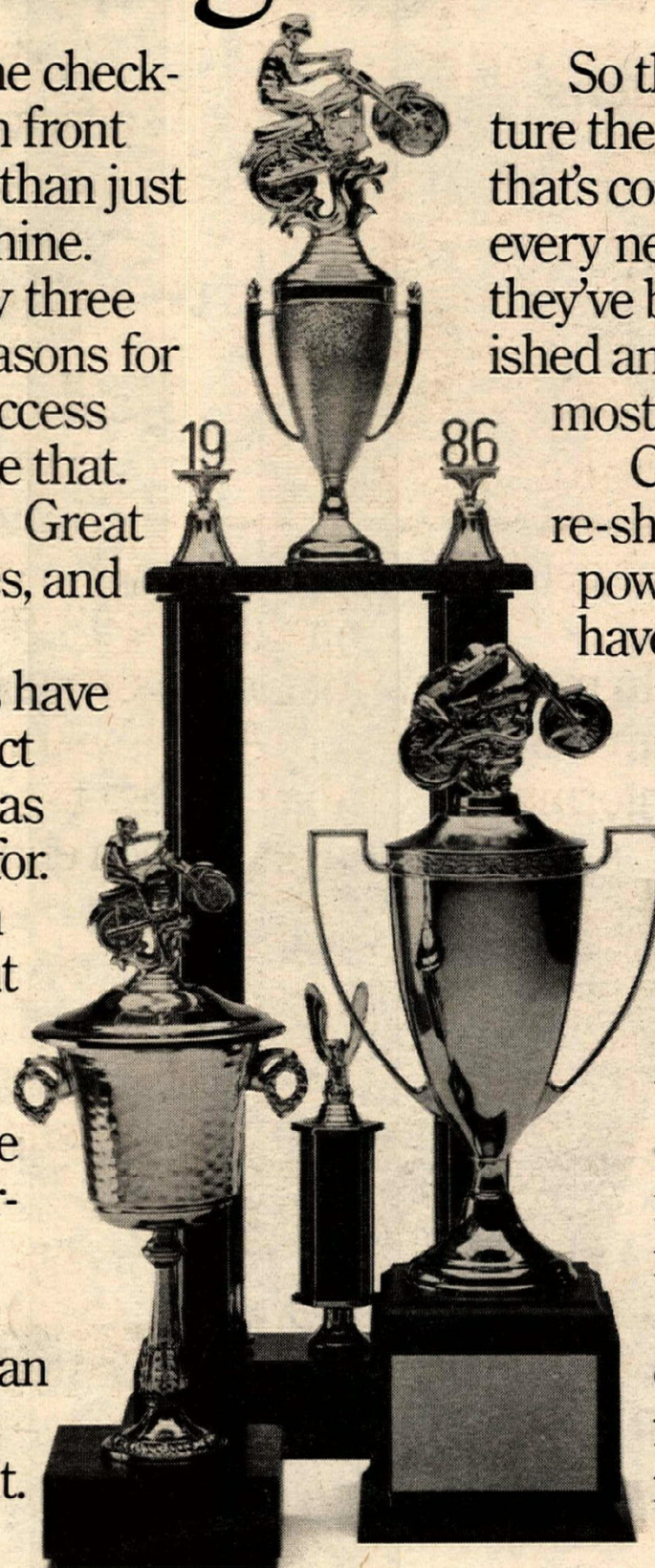
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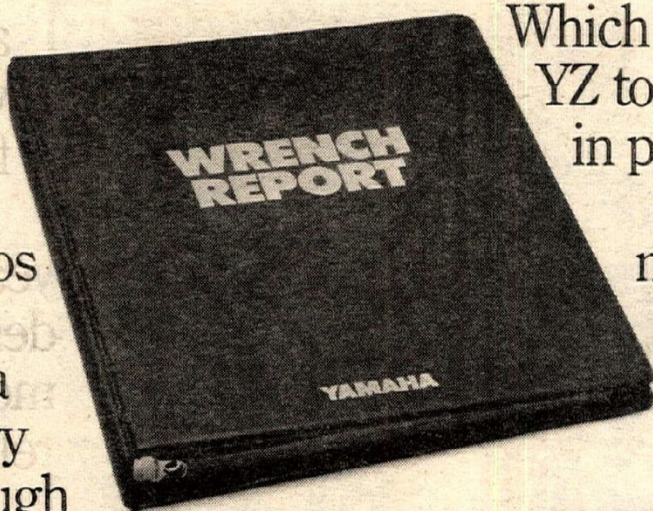
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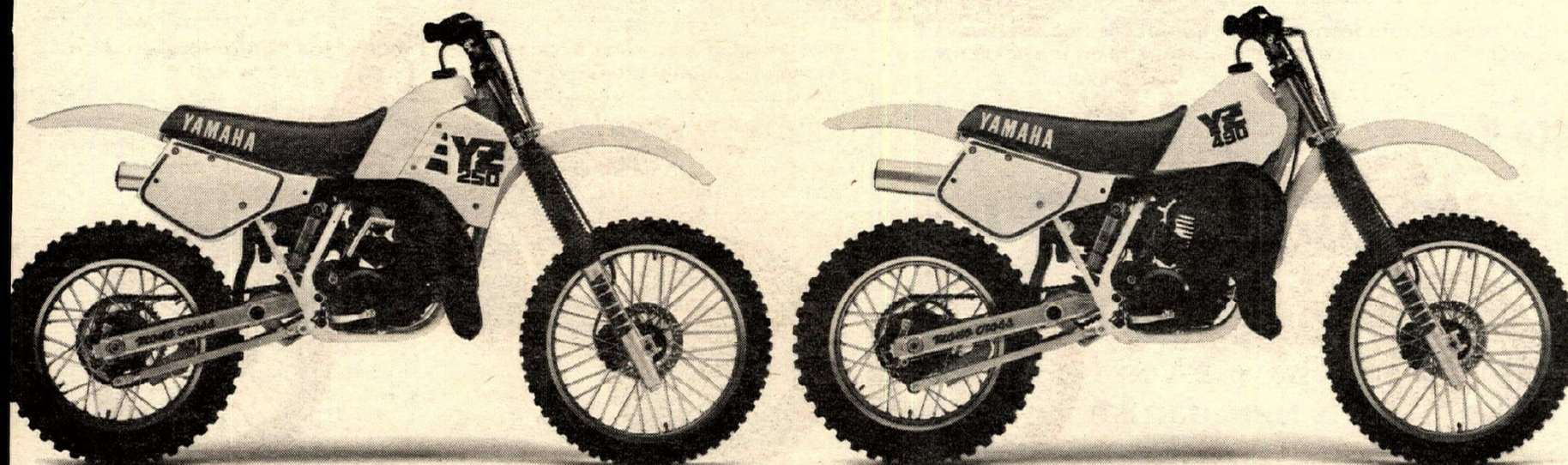
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Kawasaki 250 Ninja-mounted Gary Nixon (9), Mark Brelsford (87), Cliff Carr (54), George Egloff (56) and Jesus Rodriguez (55) at the start.



La Carrera II took competitors from the junction of Mexico Highways 5 and 3 on Baja's west coast to just outside of Ensenada on the east coast.

La Carrera II

Surrealistic happening

By Jack Mangus

SAN FELIPE/ENSENADA, BC, MEXICO, SEPT. 20

Salvador Dali would have loved La Carrera II. Had he been there, the Spanish surrealist artist would have added it to the list of events he's called "surrealistic happenings."

Picture this: a run-what-ya-brung road race taking place on Mexico Highway 3 in Baja California, starting north of

the fishing village of San Felipe on Baja's east coast and covering approximately 125 miles of flat desert straightaways and several very twisty mountain range roads until it ends at



Motorcyclist magazine's Nick Ienatsch rode a Joe Minton-prepared project bike, a highly modified Harley Sportster, to third overall.

a junkyard just west of downtown Ensenada on Baja's west coast. Ensenada is perhaps best known for its own happenings which take place at places like Hussong's Cantina and Papa's & Beer nearly every night of the year.

To set the tone for the race, listen in as a competitor asks co-promoter Loyal Truesdale where the tech inspection which his entry blank said would start at 4 p.m. on Friday was to take place.

"Tech inspection? You made it through the border crossing inspection station in Tijuana, didn't you? Well, then you passed tech."

Starting time? Scheduled for 10 a.m. on Saturday but delayed by things like an 18-wheeler taking out a support crew's truck and trailer at the start area, movie producer Hal Needham's film plane "illegally"

parked at the start area—out of gas, the fact that several 18-wheelers were on the course, and confusion about who was to start when.

A mixed bag of machinery, you ask. You better believe it. There was ex-paratrooper, former stunt man, movie producer (Smokey and the Bandit, etc.) and multi-millionaire Needham with one of Burt Reynolds and his Harry Gant Skoal Bandit NASCAR stock cars, complete with a 300 mph speedometer.

"We'll probably cruise at 180 or so on the straights," said a Needham crew member. They didn't say they'd average 142.41 mph in winning the car portion of the race by 22 seconds over a full-blown Porsche even though Needham stopped and changed all four tires and gassed the stocker en route to Ensenada.

Besides Needham's stock car and



Movie producer Hal Needham and his Skoal Bandit NASCAR stock car averaged 142.41 mph to score the overall La Carrera win.

an assortment of Porsches, the car grid was filled with Corvettes, Jaguars, Datsun Z cars, an extremely loud pickup truck, a Pantera, and one of the muscle cars of the sixties—a Plymouth Road Runner complete with a wing.

Only one car challenged Needham's Skoal Bandit and its accompanying spare in an 18-wheeler for staves and that was the Ford police car you might have seen in the movie Cannonball. Remember the lights, siren and changing plates? They were there. In fact, as the starter clicked off the last 10 seconds before he waved the green flag on the police special, on came the red lights and the Texas license plates disappeared as tags reading "U.S. Government Marshal" slid across them. The green flag waved and the siren started wailing. Caramba!

Motorcycles ranged from a 125cc Cagiva with dustbin fairing piloted by Dan Hannebrink to the Harley 883 Sportster of Motorcyclist magazine's Nick Ienatsch. A Sportster that by the way ran more like Harley's Lucifer's Hammer than it did a Sportster.

Throw in a bunch of Ducatis and Cagivas, a quintet of Kawasaki 250 Ninjas, a group of Honda XR600s, a couple of Triumphs and BMWs, and assorted other bikes and you get what certainly can be called a mixed bag field.

Names? Have two-time Grand National Champion and Daytona 200 winner Gary Nixon, 1972 Grand National Champion Mark Brelsford, and former world class road racer Cliff Carr, who co-promoted the event, join the likes of Mexican race champ Jesus (that's Hey-seuss, Mr Howard Cosell) Rodriguez and Iron Butt Rally winner George Egloff on what Nixon called "baby Ninjas"—the 250cc kind, provided by Kawasaki and Del Amo (California) Kawasaki, start them all at once and call the finish a tie between Nixon and Brelsford.

"Tied for the win sounds funny," said Nixon. "But it beats second."

Nixon had earlier said there was no way he would be able to keep up with Brelsford. "He goes over the white line in the blind corners in the mountains. I guess he has eyes that can see around corners. I don't, so I stay in my lane," said Nixon. Nixon also said that until last May's La Carrera, he and Brelsford had never really spoken much to each other. "When we were racing against each other back then, he was a Harley guy and I was a Triumph guy."

Just prior to the start, Nixon and Brelsford asked Rodriguez how many rpm his baby Ninja was pulling. "13,000 in sixth," said the Mexico City resident. That brought a howl from Nixon and Brelsford whose bikes would only pull 12,000 or 12,500. "We're beaten already," said Nixon. Rodriguez ran out of gas.

The winner of the spring La Carrera, Steve Anderson of Cycle World, pegged Norton John Player Replica-mounted Fred Eiker as the winner prior to the event. The Battle of the Twins competitor proved Anderson right as he averaged 111.19 mph on his way to the overall win.

Second overall went to Kevin Erion and his Cagiva F-1 at an average speed of 109.71 mph.

The bike of the third overall finisher, Motorcyclist magazine's Nick Ienatsch, was an eye-opener from when it first blasted off the starting line until it hit the finish line.

What started life as a Harley-Davidson 883 Sportster is now a 1203cc rocket that produces more than double the stock horsepower—92.5 on the Jerry Branch dyno as opposed to stock output of 44.7.

Tuned by freelance writer Joe Minton, whose work appears in Motorcyclist and Easyriders, the bike was built as a special project bike for Motorcyclist (check out that magazine's December issue). Minton says he plans to market the bike.

Ienatsch carried a gas can bungee-corded to the back of the Sportster in hopes that the spare gas and the three gallons the bike's tank held would get him to the race's gas stop. It did, but barely. The Sportster went on one cylinder 10 miles out from the stop and Ienatsch felt that cost him second overall. Ienatsch managed to average 102.04 mph despite the gas problem.

The only other finisher to average over 100 mph was Norton-mounted Chris Scott who finished fourth overall at an average speed of 100.59 mph.

Fifth overall finisher John Exley and his Ducati just missed as they averaged 99.95 mph.

Riders and/or machines of note include the sole lady entrant, Marianne Robinson, who finished the race aboard a Honda Interceptor; the second place finish in the Exhibition class by Bob Karol and his 1971 Honda 500-4 that was "sweetly tuned" by Curt Jordan ("I was really impressed when I realized I was going down the straights at 13,000 rpm and was more impressed when I found out after the race that a lot of new type bikes had broken down," said Karol.); the



Co-promoters Eduardo Leon and Loyal Truesdale present the motorcycle division overall winner trophy to Fred Eiker. Eiker averaged 111.19 mph.



Leon, Brelsford, Truesdale, Nixon and Carr at the Alfresco awards ceremony. Brelsford and Nixon tied for the 250cc wins class win.

Yamaha 920 Virago ridden by David Busby and tuned by Bob Work, who many will remember for his work with road racer Steve Baker in the seventies, and which made the team a "two-time loser" according to Work who said that while standing next to the team box van which had blown its transmission halfway between San Felipe and Ensenada; and the lovingly cared for 18-wheeler that hauled Needham's car and a spare to Mexico and made more than one jaw drop and more than one pair of eyes open wide as it cruised through downtown Ensenada.

"When I was a kid I'd read about the Mexican Road Race," said co-promoter Truesdale, "and here I am putting this race on. Ain't it bit-chin'?"

Looking like a kid turned loose in a candy store, Truesdale never stopped walking up and down the line of bikes and cars awaiting their "minute" to come up at the start.

"Look here. What do we have here? Hey, buddy, have a good race. Hey, BMW riders. Lets hear it for BMW riders. Can you move out of the way a bit, I'm getting my picture taken with Hal and the Skoal Bandit. Can you believe this? Isn't this great? Wow! I can't believe..."

As late as the race was getting underway, so was the awards presentation at the Ensenada Convention Center. That's at the Convention Center, not in the Convention Center. Make that in the parking lot of the Convention Center.

This publication couldn't arrange for the Cycle News Finish Line Camera to be in Ensenada to catch

the Brelsford/Nixon "tie" because that piece of equipment was committed to the Camel Pro race at Ascot. But the Cycle News van was there and its headlights provided illumination for the awards ceremony (to the point that its battery died—thanks, Gary and Walt, for the jump start).

It was only after the awards were handed out that word went around as to why the presentation was late. Competitor Bob Anderson, Bullet Bob to his friends, had suffered fatal injuries just 10 miles from the finish line.

"That's sad news," said one competitor, "but I guess it's part of the game and if nothing else, you can say he went out doing something he loved to do—race."

Racing is a risk sport. Take it to the limit. Pump adrenaline. Money won't get you a bull to fight as a matador in Mexico, but come up with the \$195 La Carrera entry fee and you'll be able to face the bull known as Mexico Highway 3. As Bob Anderson found out, that bull can gore you. Godspeed, Bob.

Results

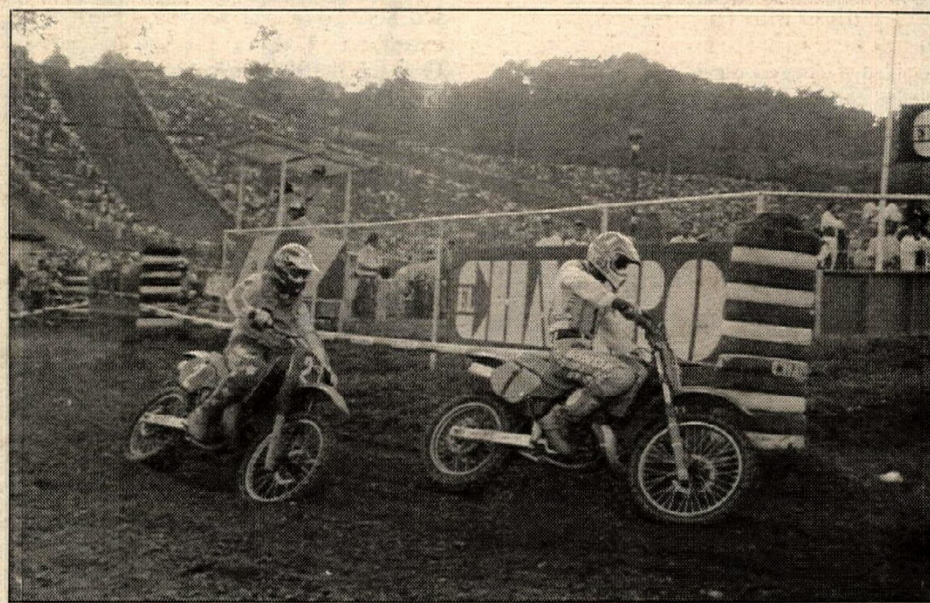
OVERALL: 1. Fred Eiker (Nor); 2. Kevin Erion (Cag); 3. Nick Ienatsch (H-D); 4. Chris Scott (Nor); 5. John Exley (Duc); 6. Jack McCarthy (Duc); 7. Steve Azola (Cag); 8. Jack Porter (Duc); 9. John Putnam (BMW); 10. Paul Nelson (BMW).
VINTAGE OPEN: 1. Fred Eiker (Nor); 2. Chris Scott (Nor); 3. Scott Waters (Nor).
608 VINTAGE: 1. Jack McCarthy (Duc).
OPEN STK: 1. Kevin Erion (Cag); 2. Nick Ienatsch (H-D); 3. John Exley (Duc).
608 STREET: 1. Tim Welch (Hon); 2. Haden Heal (Hon); 3. Paul Foster (Suz).
608 MOD: 1. Paul Rasmussen (Hon).
250 TWINS: 1. (TIE) Mark Brelsford (Kaw)/Gary Nixon (Kaw); 3. Cliff Carr (Kaw).
500 TWINS: 1. Robert Underwood (Yam); 2. James Craig (MM).
EXH: 1. Dan Holscuos (Kaw); 2. Bob Karol (Hon); 3. Ralph Porgelt (Yam).



David Bailey negotiates a turn on the rough Italian track while 30,000 spectators crowd the hills around him.



Ricky Johnson, Johnny O'Mara and David Bailey listen to the national anthem after totally dominating the Motocross des Nations.



Bailey leads Johnson into the final corner in the day's last moto; moments later the two made contact and Johnson crashed.

USA rules the world in Motocross des Nations

By Tom Mueller

MAGGIORA, ITALY, SEPT. 21

Team USA left no doubt that it is the superior force in world class motocross competition by claiming the top spots in every moto at this year's Motocross des Nations, held near scenic Lake Maggiore in northern Italy.

The American contingent, comprised of Honda teammates Rick Johnson, David Bailey and Johnny O'Mara, was untouchable in each of the three 30-minute motos

run on the mountainous 1.2-mile course. Two riders from each country rode in each moto and the final tally read Johnson, O'Mara 1-2 in moto one; Bailey, O'Mara 1-2 in moto two; and Bailey, Johnson 1-2 in moto three.

Bailey on a 500cc bike and 250cc-

mounted Johnson rode admirably, but everyone in the American camp admitted that it was Johnny O' who put on a real show. O'Mara rode his production 125 to the limits, and in moto two diced up through the pack and then passed 500cc World Champion David Thorpe, who rode a works 500cc Honda to third.

This win marks the sixth consecutive year that the USA team has won the event, but never before has the team as a whole performed so flawlessly. Great Britain, Italy, Finland and Holland claimed second through fifth, respectively, in the final standings.

A crowd estimated at 30,000 jammed onto the Maggiora course to watch the prestigious World Championship event. Though partial to their own Italian riders, it was the Americans who most came to see. Thousands of fans thronged around the USA camp, and Johnson, Bailey and O'Mara spent hours each day signing

autographs. It was easy to see why — all three riders used their Supercross skills to thrill the crowd. In Saturday's practice session, O'Mara grabbed some air at the top of a huge uphill, and then threw a thumbs-up at his fans. The crowd roared as the announcer exclaimed, "American Johnny O'Show — magnificent!"

"Sure, I can't climb those hills like the bigger bikes, but I can come down the other side at three times the speed," O'Mara said after finishing practice. "I can whip it into the corners really hard using all that momentum and intimidate the other guys."

"If I get good starts I can win," Johnson said after posting a two-minute, 26-second lap for the day's fastest time. "The hills aren't just horsepower, you have to use technique. This is really different from the states; it's tougher than Unadilla. They could never run intermediates here — they'd get killed."



Bailey (1) leads World Champion David Thorpe (42) and Johnson in the final moto; Bailey won with Johnson second and Thorpe third.

"Sometimes I wonder how they go so fast," Bailey said in reference to the Europeans. "They just don't have the style we do, but some of them still get around quick."

After a morning practice session and opening ceremonies on Sunday, the first moto was staged to start at 2:30 p.m. A two-row start was used for each moto and each team had one rider on the front row and one on the back. Moto one was a 125/250cc combination, and America opted to put O'Mara up front with Johnson directly behind.

After the first turn the finishing order was set. Johnson took the holeshot with O'Mara a close second. "I didn't hear him (Johnson) coming at first, but then I saw his wheel and knew it was time to move over," O'Mara said about the start.

Former 125cc World Champion Eric Geboers gated well for the Belgian team, but slid out in an uphill turn on lap one and lost position. Italy's Michele Rinaldi brought the crowd to crescendo with his ride to third. He displaced France's Christian Vimond for the slot on lap three and then maintained his pace to the finish, 26 seconds behind O'Mara. Vimond, on a 250cc Honda, faded back and fell off the pace on lap seven.

Holland's Jon Van den Berk rode consistently to lock up fourth. Finishing fifth and sixth were Great Britain's Jeremy Whatley and Sweden's Peter Hansson. The pair dived for most of the moto and worked past Finland's Pekka Vehkonen on lap 12. Vehkonen carded a seventh.

Per FIM rules, riders in each moto were scored separately according to their displacement class. The higher the finish the lower the point score, so after one moto it was Team USA with two points. Johnson scored the 250cc win and O'Mara topped the 125s.

"I was trying to haul butt even faster than I was but I was sliding all over," Johnson said after his win. "I started staying more conservative over the tops of those blind uphill, because there are shadows on the faces of the jumps and you can't see how much shale is sticking out. I'm just glad I was able to get the job done."

"The track is getting slippery in spots," O'Mara said after keeping Johnson in sight for the entire race. "You just can't come in hard and grab some front brake like in practice. I really had to maneuver to hook up on a 125. I ride them all the time, though, and it's not like I've been off one for a long time. Riding a 125 keeps your style sharp and tangy."

A one hour intermission didn't give O'Mara much time to rest and it was soon time to stage for moto two. Tuner Chris Haines dropped a new set of clutch plates into O'Mara's 125 while Johnson and O'Mara talked strategy with Bailey. The hilly course, which started the weekend covered with fresh sod, was now rough and rocky.

Bailey gridded his big bore Honda on the gate with O'Mara behind him in row two. After turn one it was Bailey all the way. The newly-crowned 500cc National Champion roosted away from the pack and didn't look back. O'Mara got off 11th and had his work cut out. It was now that his extensive training came into play; O'Mara rode clean lines and kept the power on lap after lap, picking off riders one by one.

Denmark's Ole Svendsen and France's Yves Gervaise dropped their 500s in a tangle at the start. Italian hopeful Massimo Contini also crashed on lap one, putting him out of contention.

By lap four O'Mara had moved up to seventh. Belgium's Georges Jobe had been holding the pace behind Bailey for the first two laps, but then dropped to fourth when Holland's Jan Van Doorn and England's Thorpe moved by. Two laps later Thorpe passed Van Doorn for second.

O'Mara picked up one place each lap, working by many of the world's top 500cc riders. O'Mara was closing on Jobe when the Belgian tumbled over a small uphill jump. On laps 8-10, O'Mara stalked Thorpe, then finally motored by for second. During the last four laps of the race O'Mara went on cruise control, holding a pace which brought him within sight of Bailey at the finish. The crowd roared in approval as the Americans took the final circuit, and O'Mara reciprocated by hollering back through many of the corners.

Former 250 and 500cc World Champion Hakan Carlqvist scored top points for Sweden by passing Van Doorn for fourth on lap nine. Another former champion Heinz Kinigadner scored for Austria by piloting his big KTM to sixth. The Italian's top man was Corrado Maddii in seventh. Jobe regrouped and challenged Maddii in every turn on the last lap, but Maddii held off the attempts, relegating Jobe to eighth.

With one moto remaining in the Motocross des Nations, America had won overall honors. Bailey and O'Mara picked up one point each via their class wins, and with a total of four Team USA was unbeatable. America had posted a perfect score.



Bailey chases Portugal's Correia De Melo; this was the sixth win in a row for the United States in Motocross des Nations competition.



The star of the competition was Johnny O'Mara; the 125cc rider finished second twice to his teammates who were on larger bikes.

"I gave everything I had, I'm totally drained," O'Mara said. "It's not important to me who I beat, I did it for the team. I could go fast everywhere on the course except on the uphills. I wasn't giving up much horsepower either. My 125 was running as fast as some of the 250s. We've got this thing wrapped up with four top finishes; now I want Ricky and David to go for the clean sweep."

Bailey returned to the Honda transporter after the moto and had a short therapy session with Dr. Metzger, the physician who helped Bailey attain this year's 500cc title.

O'Mara asked for a clean sweep and that's what Bailey and Johnson gave him in the final 250/500cc moto. Thorpe took the holeshot followed by Bailey, who gridded on the gate. Johnson was third followed by Van Doorn, San Marino's Giovanni Gavatorta, Finland's Kurt Ljungqvist, Australia's Craig Dack, Denmark's Soeren Mortensen and England's Whatley. Bailey slipped by Thorpe on lap two and Johnson quickly closed the gap to challenge Thorpe for second. Three laps later Johnson got around and set out after Bailey, who had opened up a big lead.

Behind the top three Van Doorn and Dack were dicing for fourth with Ljungqvist and Whatley contesting sixth. In the late stages of the race, Van Doorn faded to ninth. It was Rinaldi who posted the hardest ride in the moto. Spurred on by his Italian fans, he came from an 18th place start and fought every step of the way for a sixth place finish.

Bailey slowed through the final turns to wait for Johnson so they could finish side-by-side in a team effort. Bailey looked over his shoulder

for Johnson through the final turn, but Johnson was too close for comfort and Bailey knocked him over. Johnson remounted quickly and the pair crossed the finish line, hands raised together in a gesture of victory. Thorpe held third followed by Dack, Whatley and then Rinaldi.

The final tally had Great Britain taking second with 10 points followed by Italy with 13. A very close fourth was Finland, who amassed 14 points.

It was the most perfect of days for Team USA. A victory party was thrown by the promoter following the event, and the celebration went on late into the night.

"This has been a great race on a great track and the Italian fans were some of the finest I've ever raced for," Bailey said at the celebration. "In America, we work very hard in order to perform well in racing. This is a really big pay-off for all that effort. This day in Italy is one I'll remember forever."

Results

FINAL TEAM STANDINGS: 1. USA (4); 2. Great Britain (10); 3. Italy (13); 4. Finland (14); 5. Holland (19); 6. Sweden (20); 7. Australia (23); 8. France (34); 9. France (34); 10. Czechoslovakia (35); 11. San Marino (37).

FIRST MOTO: 1. Rick Johnson (USA-250 Hon); 2. Johnny O'Mara (USA-125 Hon); 3. Michele Rinaldi (ITA-250 Suz); 4. John Van den Berk (HOL-250 Yam); 5. Jeremy Whatley (GB-250 Cag); 6. Peter Hansson (SWE-250 Hus); 7. Pekka Vehkonen (FIN-250 Cag); 8. Arno Dreschel (GER-250 Hon); 9. Craig Dack (AUS-250 Hon); 10. Zdenek Spacek (CZE-250 Kaw).

SECOND MOTO: 1. David Bailey (USA-500 Hon); 2. O'Mara; 3. David Thorpe (GB-500 Hon); 4. Hakan Carlqvist (SWE-500 Yam); 5. Jan Van Doorn (HOL-500 Hon); 6. Heinz Kinigadner (AUSTRIA-500 KTM); 7. Corrado Maddii (ITA-500 Kaw); 8. Georges Jobe (BEL-500 Kaw); 9. Kurt Ljungqvist (FIN-500 Yam); 10. Giovanni Gavatorta (SM-500 Hon).

THIRD MOTO: 1. Bailey; 2. Johnson; 3. Thorpe; 4. Dack; 5. Whatley; 6. Rinaldi; 7. Ljungqvist; 8. Soeren Mortensen (DEN-250 Yam); 9. Van Doorn; 10. Gavatorta.



Terry Fowler (60) takes the holeshot in the 250cc Pro class ahead of Doug Dubach (5), Pat Sparks (26), Jeff Stanton (971) and Jeff Leisk (82).



Jeff Leisk won both 250cc Pro class motos for the overall. Leisk leads the class in points followed by Jeff Stanton and Bader Manneh.

CMC/Dodge Dakota Trans-Cal Motocross Series: Round 3

Manneh, Leisk, Manley haul at Huron

By Troy Scott

HURON, CA, SEPT. 21

Bader Manneh, Jeff Leisk and Brian Manley each claimed victories during round three of Continental Motosport Club's Dodge Dakota-sponsored Trans-Cal Series, this week

held at Huron Cycle Park. Manneh mastered the 125cc Pro

class on his Hallman-backed Yamaha, while Honda support

rider Leisk and Malcolm Smith-sponsored Manley locked up wins in the 250 and 500cc divisions.

Manneh used conservative but effective riding techniques to capture the 125cc overall with a 3-1 tally. In the first moto, Manneh simply sat back and held onto a comfortable third-place position, while Honda rider Willie Surratt and Yamaha-mounted Doug Dubach diced feverishly for the lead with Dubach taking the win. In the second moto, Manneh had an easy time of it by taking the holeshot and leading from start to finish, thus, nailing the overall. Surratt finished second in the moto for second overall.

The young speedster from Australia, Leisk, showed some of his National-caliber style when he used hard-charging, aggressive and determined riding to overcome early leaders Dubach and Tommy Watts in both motos. Leisk combined a flawless 1-1 tally for the overall, while Watts used consistent 2-2 finishes to secure second overall ahead of Dubach, who went 3-4 on the day.

If it wasn't for a broken rear disc brake reservoir on his Honda, Manley had the chance for a clean sweep in the 500 class. During the first moto, Manley was cruising out in front when he lost all the brake fluid in his rear brake, but Manley managed to hold all but Watts back in the moto to finish second. Manley's luck was nothing but good in round two, as he led from start to finish.

Suzuki-mounted Jimmy Gaddis dominated both 80cc Expert motos with flawless performances. The Suzuki rider claimed victories in both motos for the overall, while Yamaha pilot Shane Trittler finished second via a 4-2 tally. Another Suzuki rider, Buddy Antunez, settled into third with a 2-4 combination.

Yamaha rider Billy Grossi continued to dominate the Vet Pro class, today, with back-to-back wins. Grossi's main concern in both motos was another Yamaha-mounted rider, Gary Semics, who finished second each time out. Third went to Duane Joice and his Honda.

The first 125cc Pro moto featured a heated duel for the lead between Dubach and Surratt. Dubach nailed down the holeshot and maintained his lead despite heavy pressure by Surratt, Manneh, Sean Wooten (Honda), Chaun McAllister (Yamaha) and Kyle Lewis (Honda). Lewis, however, quickly put the move on McAl-

lister, taking over fifth. A lap later Lewis was fourth.

Up front the two leaders, Dubach and Surratt, were pushing each other hard, and in doing so, they had pulled a seven-second lead over third place Manneh. By the fourth lap, Lewis was in control of fourth, ahead of Wooten, McAllister and Honda riders Ores Bray and Dennis Parker. Two laps later, the lead battle was still going strong, while Yamaha rider Brian Myerscough and Honda pilot Craig Canoy were moving up through traffic after midpack starts.

Soon after, Surratt put the move on Dubach, diving to the inside and slipping by. But Dubach retaliated a few turns later. The dogfight for the lead turned into a see-saw battle for the next few laps until Dubach got the upper hand and continued on with his lead. By this time, Kawasaki rider Jeff Matiasovich was fifth ahead of Myerscough. On the final lap, Surratt made his final move and motored by Dubach on a straightaway and held on for the last few turns to take the win ahead of Dubach, Manneh, Lewis and Matiasovich.

Moto two saw Manneh blow out of the gate and into the lead, pursued by Yamaha rider Eddie Hicks, Lewis, Canoy, Kawasaki-mounted Brian Brunner, Honda rider Dallen McKenny and Michael Craig (Yamaha). Dubach was involved in a first-turn crash that left him near the end of the pack; Surratt was eighth.

By the fifth lap, Manneh had complete control of the situation with a strong lead over Hicks. Surratt had taken over sixth, then passed Brunner two laps later. Lewis held on to third but Canoy was hot on his rear fender. Canoy eventually stuffed his way by Lewis but crashed shortly after and dropped out of the top 10.

For most of the race, it was Manneh out in front cruising ahead of Hicks, Lewis, Surratt and Myerscough. With three laps remaining, Surratt was desperately trying to find the hot line around Lewis, pushing him to the limit. Two laps from the finish, Lewis finally gave in to Surratt's pressure, dropping back to fourth. At the finish, it was Manneh taking the victory and overall ahead of Hicks, Surratt, Lewis and Myerscough.

When the gate dropped for the first 250cc Pro moto, Dubach shot into the lead, while Belcher closely followed. Belcher was on the gas and passed Dubach, taking over the lead, which



Kyle Lewis leads Willie Surratt in the 125cc Pro race.

turned into a short-lived one. A few turns later, Belcher stalled his Kawasaki in a turn and dropped to third. On the move were Leisk and Honda-mounted Rick Ryan. At one point, Ryan started to pass Leisk but suddenly slowed after somehow breaking his ankle.

Dubach continued to dominate, while Leisk slid into second ahead of Belcher, Watts and Jeff Pesteda. Belcher was hounding Leisk for awhile, until he bailed hard and dropped to 29th. Taking over Belcher's position, was Watts, followed by Matiasovich and Mike Kiedrowski. With two laps remaining, the leader Dubach crashed letting Leisk by. Dubach recovered in second place, and when the checkered flag flew, it was Leisk out in front followed by Dubach and Watts.

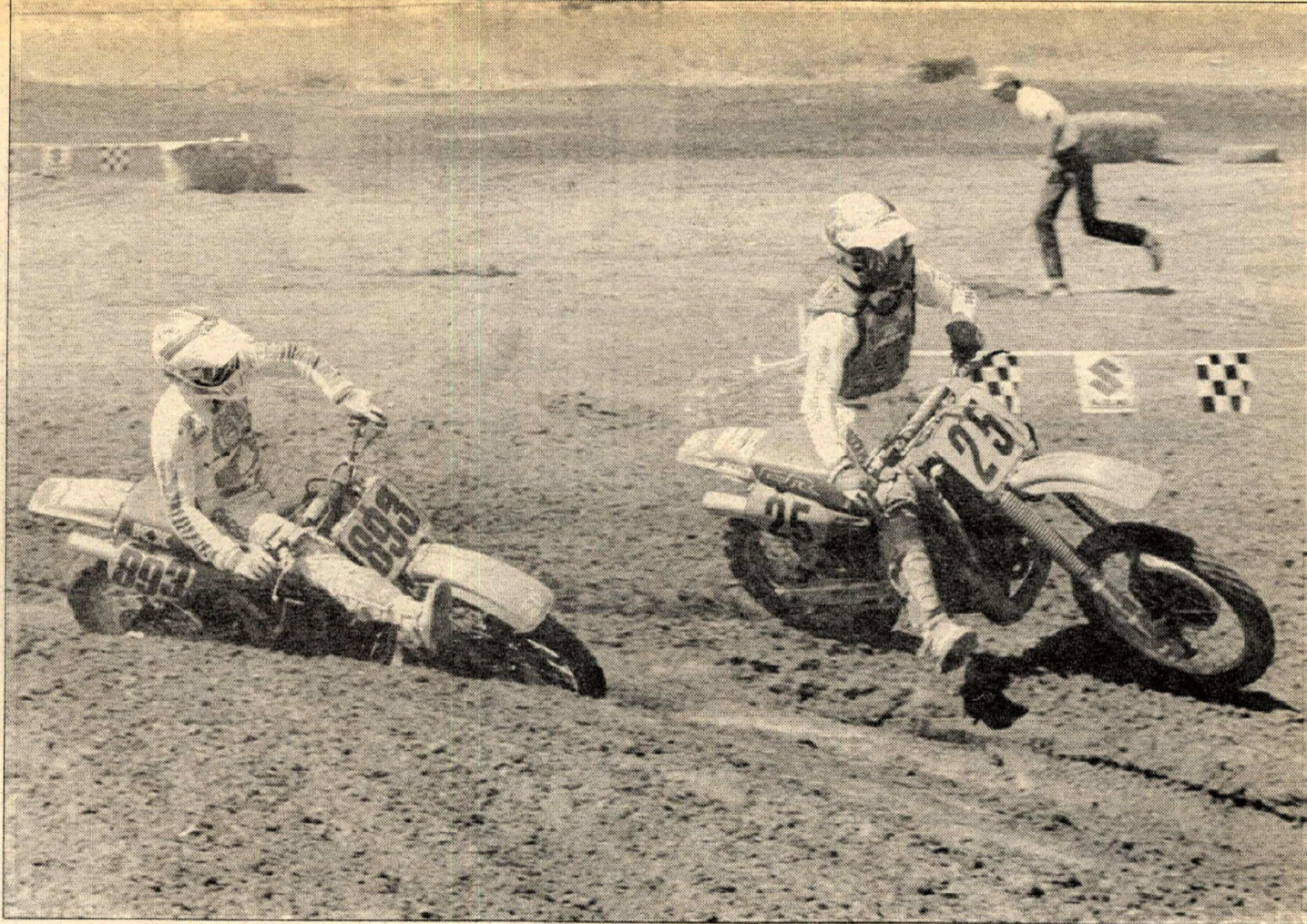
Dubach once again captured the holeshot at the start of the second moto just ahead of Wooten, Leisk, Yamaha rider Russ Wageman and Jeff Stanton. By the second lap, Leisk had cleanly passed Dubach, who crashed shortly after, letting Watts have second. Dubach remounted in third. Watts then set after the leader, Leisk, and started pressuring him in every turn. While all this was going on, a battle over fourth place between Terry Fowler and Stanton was raging. Eventually, Stanton opened up the throttle to his Kawasaki and nipped Fowler through a section of whoops.

Watts set his sights on Leisk and stuffed the Honda rider, passing him for the lead. Leisk tried to retaliate a few laps later in an off-camber turn but failed. Back in third, Dubach was feeling the pressure by Stanton, but Dubach was maintaining his ground.

On the last lap, the story unfolded. Leisk, who had been searching and searching for a line around the leader Watts, finally saw his chance heading down the finish-line straight. He pulled up alongside of Watts and they dragged raced to the checkered flag where he nipped Watts for the win. At the same time, Stanton put the move on Dubach and made the pass. The final moto results showed Leisk taking the win (and overall) ahead of Watts, Stanton, Dubach and Matiasovich.

In the first 500cc Pro moto, Honda-mounted Manley roosted into the lead ahead of Joey Schlag (Honda), Watts, Willy Simons, Greg Torgerson (Kaw) and Stanton.

By the second lap, Watts had taken over second and set after leader Manley. Watts stalked Manley for the first



Tommy Watts (893) chases Brian Manley in the 500cc Pro class. Manley went 2-1 for the overall.

four laps before making his move in an off-camber turn, taking advantage of Manley's rear brake problem. The move payed off as Watts stuffed his way into the number one position, just after Wageman crashed and dropped back to about 10th.

From that point on, Watts completely dominated the moto, while Manley hung on to second with his crippled Honda. Simons took over third on the seventh lap after passing Schlag. Wageman, following in Simons' knobby prints, also passed Schlag for fourth. The remainder of the race stood the same with Watts taking the easy win, followed by Manley, Simons, Wageman and Schlag.

The second moto once again had Manley taking the holeshot with Schlag, Wageman and Watts in tow. After the first lap, Manley still had control but Watts and Simons were on the prowl. Watts had taken over second place, while Simons tucked in and zeroed in on third. Wageman followed in fourth just ahead of Stanton, who was pressuring. By the eighth lap, Stanton snuck by Wageman and settled into fourth, and three laps after that, Simons saw his chance and blew by Watts over a tabletop jump. For the next four laps, positions stayed the same with Manley cruising out in front, ahead of Simons, Watts, Stanton and Wageman.

Results

PRO RESULTS

125 PRO: 1. Bader Manneh (Yam); 2. Willie Surratt (Hon); 3. Kyle Lewis (Hon); 4. Eddie Hicks (Yam); 5. Brian Myerscough (Yam); 6. Michael Craig (Yam); 7. Todd DeHoop (Yam); 8. Shaun Wooten (Hon); 9. Jeff Matiasovich (Kaw); 10. Ty Davis (Hon).

250 PRO: 1. Jeff Leisk (Hon); 2. Tommy Watts (Kaw); 3. Doug Dubach (Yam); 4. Jeff Stanton (Yam); 5. Jeff Matiasovich (Kaw); 6. Bader Manneh (Yam); 7. Terry Fowler (Kaw); 8. Mike Kiedrowski (Kaw); 9. Eddie Hicks (Yam); 10. Drey Dircks (Hon).

500 PRO: 1. Brian Manley (Hon); 2. Tommy Watts (Kaw); 3. Willie Simons (Hon); 4. Russ Wageman (Yam); 5. Joey Schlag (Hon); 6. Jeff Stanton (Yam); 7. Rich Mythen (Hon); 8. Frankie Brundage (Kaw); 9. Terry McGinnis (Yam); 10. Greg Torgerson (Kaw).

VET PRO: 1. Bill Grossi (Yam); 2. Gary Semics (Yam); 3. Duane Joice (Hon); 4. Steve Rawson (Hon); 5. Jim Hoover (Hon); 6. Paul Thede (Yam); 7. John Handelin (Yam); 8. Steve Law (Hon); 9. Wes Broby (Hon); 10. Samuel Croce (Suz).

80 EX: 1. Jimmy Gaddis (Suz); 2. Shane Trittler (Yam); 3. Buddy Antunez (Suz); 4. Paul Winn (Yam); 5. Jimmy Button (Hon); 6. Brian Gipson (Hon); 7. Jimmy Clay (Yam); 8. Chris Neal (Yam); 9. Tom Clowers (Suz); 10. Erick Hilton (Yam).



Suzuki-mounted Jimmy Gaddis took his second Trans-Cal win in a row in the 80cc Expert class. Gaddis swept both motos.

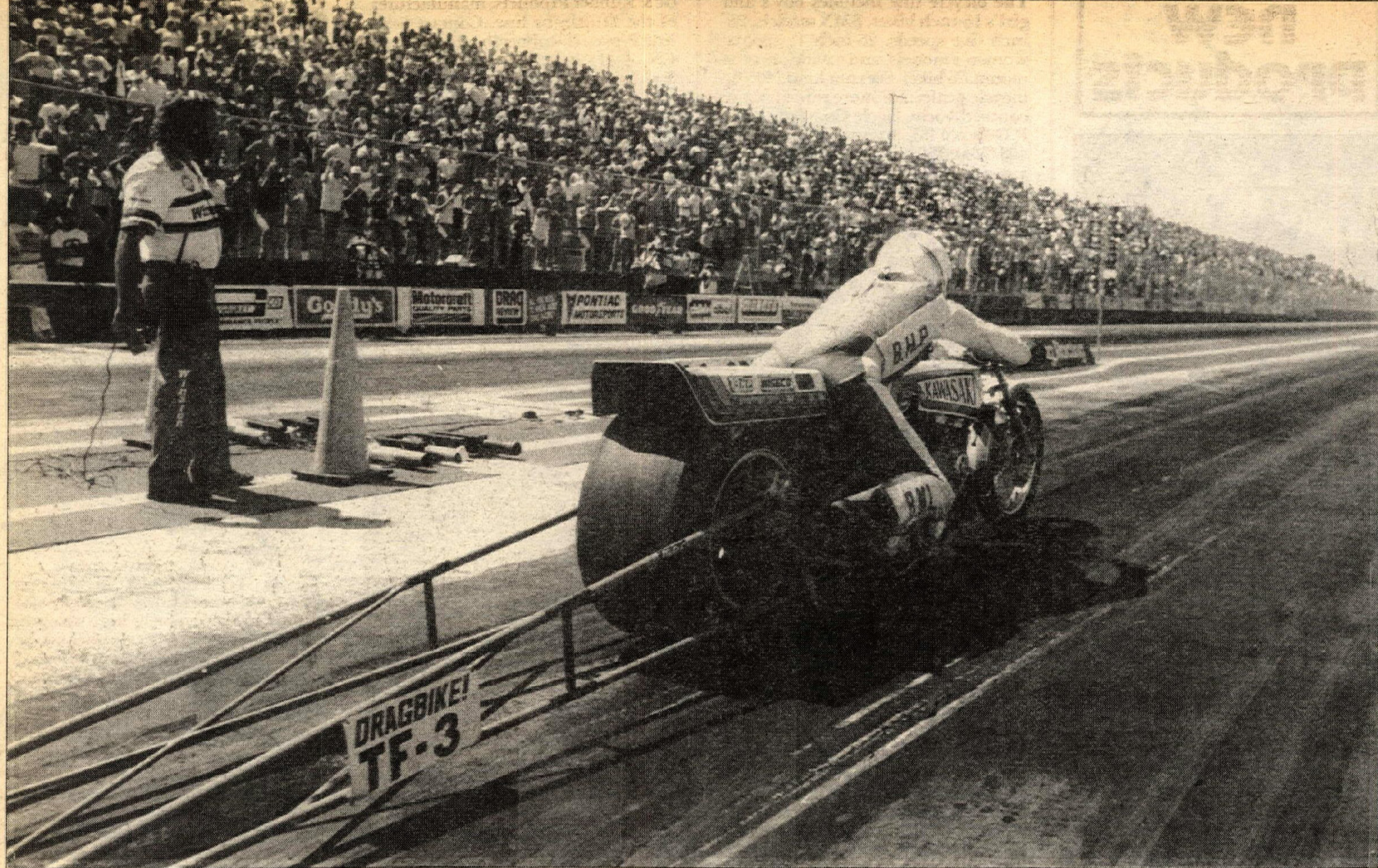
PRO POINT STANDINGS

125 PRO: 1. Willie Surratt (214); 2. Bader Manneh (209); 3. Kyle Lewis (186); 4. Brian Myerscough (176); 5. Ty Davis (173); 6. Todd DeHoop (157); 7. Larry Brooks (149); 8. Shaun Wooten (142); 9. Dennis Parker (142); 10. Brian Bruner (137).

250 PRO: 1. Jeff Leisk (236); 2. Jeff Stanton (217); 3. Bader Manneh (192); 4. Russ Wageman (159); 5. (TIE) Tommy Watts/Drey Dircks (155); 7.

Terry Fowler (149); 8. Jeff Prestana (136); 9. Mike Kiedrowski (125); 10. Bobby White (115).

500 PRO: 1. Jeff Stanton (218); 2. Tommy Watts (208); 3. Terry McGinnis (182); 4. Russ Wageman (176); 5. Greg Torgerson (175); 6. Rich Mythen (174); 7. Dane Wigington (164); 8. Willie Simons (151); 9. Brian Manley (149); 10. Kurt Jorgensen (142).



Although he lost to Elmer Trett in the final, Mark Miller turned in a record 6.989-second run at Bristol. He backed it up with a 7.017 run.

Dragbike/USA-IHRA Fallnationals

First-ever six-second run logged by Miller

By Tom Loughlin

BRISTOL, TN, SEPT. 20-21

Motorcycle drag racing took a quantum leap into the future of speed as a large field of 18 Top Fuelers and Funny Bikes battled to qualify into and conquer a select eight-bike

field at the Dragbike/USA IHRA TV 5 Fallnationals.

The historic Bristol International Dragway strip was in perfect condition for the meeting with high traction throughout the 1320-foot acceleration surface.

Qualifying on Saturday was shortened to two sessions by rain. A third session was readied at 3 a.m.—right, 3 a.m. Sunday morning, but due to slight dampness on the shutdown area of the track both the Funny Car and Top Fuel bike sessions were canceled.

It was during the very first round of qualifying that Mark Miller of Kissimmee, Florida, on the Brunson-Miller-Lundquist Kawasaki, tuned by Bill Hahn, set the motorcycle drag world on its ear with the first six-second run ever recorded. It was a 6.989 at 186.33 mph and everybody went bananas. The previous record of 7.17 had been set at Maple Grove Raceway two years ago by Elmer Trett.

Immediately a cry went up about a "jump start" but the IHRA starter, who had caught a jump start at the

prior Bristol event disallowed any conjecture and declared a perfect start and legal run.

Miller's tower reaction time (the amount of time between the green light and the bike's departure from the line) was a positive number, indicating a clean leave.

Unlike many events, the event was supervised in the timing tower by Chrondek factory representative Fred Markwalter who was operating a brand new set of freshly certified clocks. The run was on the level and the clocks were square.

So, the run was good, the time was for real, and then the question was could Miller back it up. Many times new feats of speed in motorcycle drag racing are clouded in their validity by the lack of a backup run or by non-certified clocks. Miller was one-up on these other feats already, but now the task was set. A 6.989 could be backed up (proven legal) with Miller running a second pass within one-percent of that. That meant the turbo Kawasaki would have to run a 7.058 to put Miller in the record book.

Miller did it! Round one of elimi-

nations took place at 2 p.m. on Sunday and he was ready. His opponent was John Sands, a respected veteran Honda rider from Columbia, South Carolina, on a fuel injected nitro burner. On the flash of the green, Miller cut a superb light, taking only .196 seconds after the green to get underway. After that superb launch, Miller cruised to a better-than-needed 7.017 at 185.75 to top Sands' 7.73/167.8.

The mark was set, the books closed on it and only the smaller matter of defeating the toughest field in the history of motorcycle drag racing lay ahead. The eight-bike field was set with the bump spot, the slowest time qualified for the event, was an amazing 7.85 at 171.42 by St. Louis barrister Jim Van Dillen on his Kawasaki. The field was topped by a turbo (Miller's) and consisted of three super-nitro Kawasakis, one supercharged Suzuki, one nitro Honda, one turbo Suzuki, and two turbo Kawasakis.

The first pass, Miller over Sands, having already been described, the second quarter-final pitted Chris Hand's Redneck Express super-nitro Kawasaki, that had qualified seventh, against the number three qualified Mr. Turbo Suzuki ridden by T.J. Hofmeister. Hand pulled his patented gate job and achieved the all-important starting line advantage over Hofmeister, but Hofmeister turned up the juice in the mid-range and cruised on to a superb 7.208/171.75 win over Hand's 7.84/138.88.

Moving over to the other half of the Eliminator ladder (we'll call it the "Trett half" for reasons to be disclosed later), Elmer Trett matched up against the world's loudest fuel drag bike, Larry McBride's nitro Suzuki. McBride got the start line jump on Trett, but the big Kawasaki out-motored the Suzuki. Trett's winning speed was the fastest of the meet at

198.67 which was necessary to out-distance McBride. Trett's 7.26 topped McBride's 7.62/175.78.

Wrapping up the first round, Bob Malloy cruised to the win with a solo 7.91/149 after number eight qualifier Jim Van Dillen failed to fire due to a sheared starter bolt.

In round two, the Miller Kawasaki out ran Hand, 7.11/182.55 to 9.00/96. Then Trett faced and beat Malloy as Malloy redlighted with a 7.67/186.72. Trett ran a 7.42/193.13.

It doesn't get any better than this: the new record holder vs. the low ET holder vs. the top speed-setter 6.98 vs. 198 mph. Supercharged vs. turbo-charged. Veteran vs. second year man. Nitro vs. alky.

When it came time for the run, Miller experienced trouble staging the turbo Kawasaki and in a sportsmanlike gesture, Trett let Miller stage and get settled rather than quick stage and take a rude, quick and cheap win.

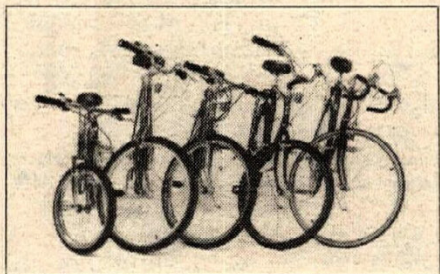
On the go for the dough, Trett, settled and ready, took the gate on the fidgety and out of sorts Miller, who had his hands full even getting the bike to sit still and stage. After the good leave, Trett poured on the coals and won with a 7.178/189.47 with his engine exploding into a ball of fire in the lights—sort of a victory salute to the 30,000 fans who saw him beat the world's quickest motorcycle. Miller's losing time/speed, good enough to win any but the fastest of races, was 7.27/171.75 mph.

Ten years ago, Bristol was the site of the first six-second Top Fuel car run as Don "The Snake" Prudhomme ran 6.98. Now, Mark Miller is the man. In 10 years, will our motorcycles be running the quarter-mile in the times and speeds the cars are running now—5.30's at 270 mph? What a thought. Check out this publication on September 21, 1996 to find out.

new products



Showa Fork Oil is available from Sudco International, including Showa SS-T (five weight); SS-8 (10 weight); SS-7 (used exclusively in Showa's cartridge and anti-drive systems); and SS-9 (used with the Norman valving system). Contact Sudco International, Dept. CN, 1824 E. 22nd Street, Los Angeles, CA 90058, 213/747-5173.



Since many motorcyclists now use bicycles for training, it's not surprising that Rocky Cycle Co., Inc., a motorcycle parts and accessories distributor, recently announced that the company will offer a full line of Dorado bicycles in the United States.

The bicycle line includes boy's and girl's 16-inch bikes, BMX models, 26-inch five speeds, 26-inch 15-speeds, women's models, and a wide range of mountain bikes. See your local Dorado bicycle dealer; for more information, contact Rocky Cycle Co., Dept. CN, P.O. Box 1431, Sunnyvale, CA 94088, 408/734-3750.

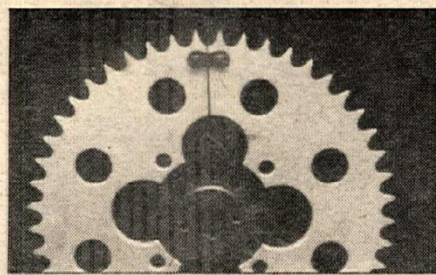


Answer Products' new A-1 glove offers a soft goatskin palm, fully-vented nylon back with stretch spandex, and an expanded vinyl pad for rock and roost protection. Available in sizes 4-11, the gloves come in white/blue, white/red and yellow/blue color combinations; suggested retail price: \$19.95. Contact Answer Products, Dept. CN, 27967 Beale Ct., Valencia, CA 91355, 805/257-4411.



Multilube products, including an oil additive and general purpose grease, provide a solid-particle lubricating film to wear surfaces, keeping surfaces from actually touching each other, according to claims by Sterling Plas-

tic & Rubber Products, manufacturer of the Multilube line. Contact Sterling Plastic & Rubber Products, Dept. CN, P.O. Box 697, 548 Route 35, South Amboy, NJ 08879, 800/631-5580.

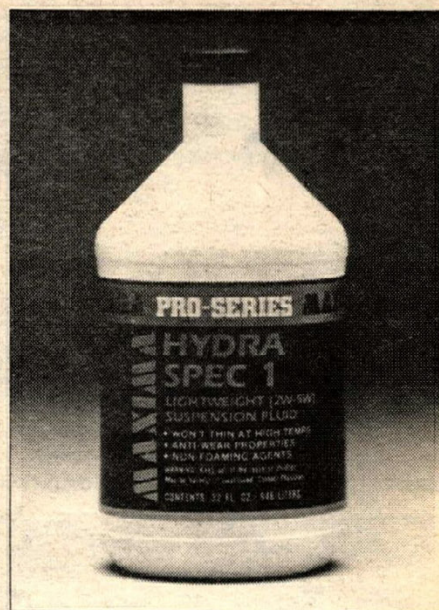


Sprocket Specialists now has sprockets available to fit Honda's TLR200 Reflex. Contact Sprocket Specialists, Dept. CN, P.O. Box 418, Dobbins, CA 95935, 800/782-8200 (800/782-8202 in California).



Loctite Corporation recently made "Extend" rust treatment available in an aerosol applicator. Extend reportedly is a rust inhibitor/rust destroyer

that prevents rust from returning to treated surfaces. Available at your dealer; for more information contact Loctite Corporation, Dept. CN, 4450 Cranwood Court, Cleveland, OH 44128, 216/475-3600.



Hydra Spec 1 & 2 from Maxima are synthetic-based hydraulic suspension fluids with extremely high viscosity indexes. Hydra Spec lubricants reportedly work well in either steel- or aluminum-bodied suspension components, and contain rust and corrosion inhibitors, as well as an anti-foaming agent. Hydra Spec 1 is a 2W-5W, lightweight suspension fluid with a viscosity index of 385; Hydra Spec 2 is a 7W-10W, mediumweight fluid with a viscosity index of 398. Both fluids are available in plastic, quart containers. Contact Maxima Racing Lubricants, Dept. CN, 1444 Pioneer Way #7, El Cajon, CA 92020, 619/442-9723.

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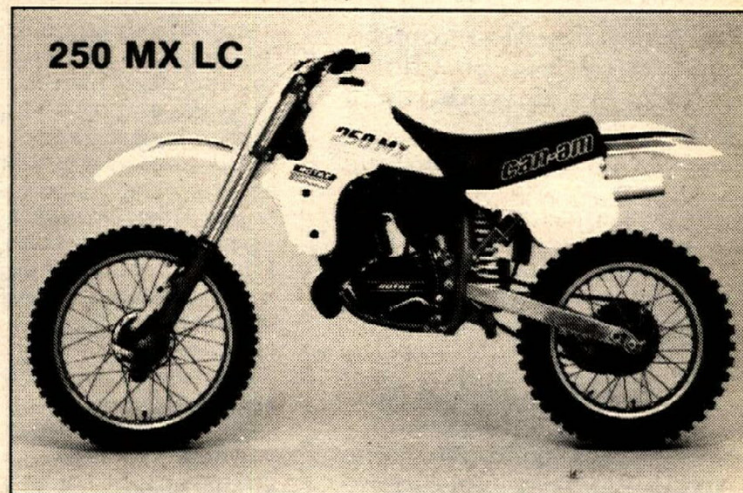
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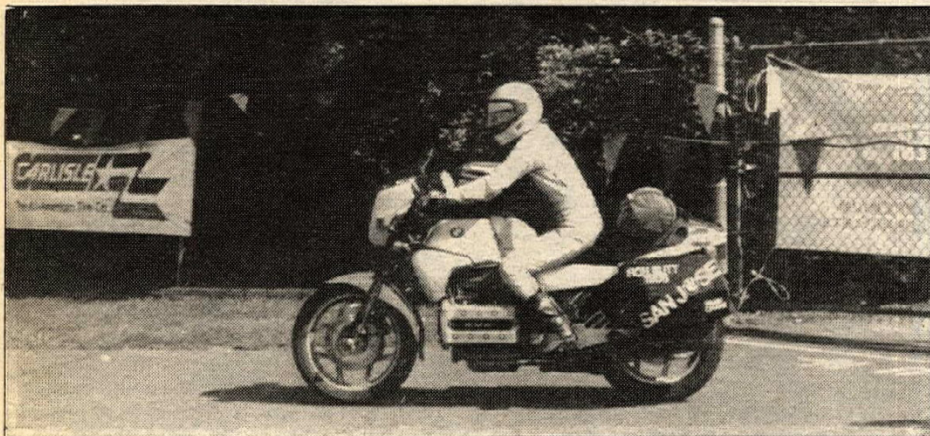


*Trademarks of Bombardier Inc. Savings apply only to certain models, ask your dealer about details. Savings may vary upon extent of participation. At participating dealers only. Offer expires Sept. 30, 1986.

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The 1986 Iron Butt finishers. Back row: Shuck, McQueeney, Egloff, Persinger. Middle row: Norman, Moore, Smith. Front row: Plunkett, Crane, Holtsberry, Copas, Johnson, Kneebone and Phillips.



Fran Crane crossed the finish line; Crane was the only woman in the Iron Butt in 1986 and she finished in a tie for third place.

'86 Iron Butt Rally

10,300 miles in 11 days

By Michael Schuster
Photos by Lori Vickery

MONTGOMERYVILLE, PA, AUG. 26-SEPT. 5

The '86 Iron Butt Rally, called "the world's toughest motorcycle competition" by Gary Patterson, rally organizer and president of Montgomeryville Cycle Center, began Tues-

day, August 26, at Montgomeryville, Pennsylvania, just north of Philadelphia, and ended there 11 days later.

The Iron Butt Rally was first run in 1984 over an 8400-mile course around the perimeter of the United States. It was intended to be an endurance rally and produced a four-way tie for first place. In 1985, Patterson decided to add "bonus cities" to help prevent another tie for first place. The rally turned into an all out road race around the country, with most riders dropping out before the Seattle, Washington checkpoint. Those who managed to finish, averaged only two hours sleep per day.

Learning from the '85 Iron Butt, Patterson vowed to integrate more requirements of skill and strategy into '86 competition. Easier said than done. Patterson knew he needed experienced help organizing this year's event and George Egloff, two-time winner of the rally and Jimene Giles, a Cycle Center employee who proved invaluable during last year's run, came to the rescue. Iron Butt '86 was off!

Egloff, riding a Suzuki Calvacade donated by U.S. Suzuki, went out and pre-rode the course to map out exact mileages and try and come up with more creative bonus destinations. Unlike last year's event, Egloff was able to pick out and research exactly where riders would stop to receive bonus points. Last year's rally found Patterson and Giles swamped trying to verify receipts from points all around the U.S. while everyone claimed everyone else was cheating. This year, Egloff had the exact mileage to each destination and a sample of each bonus receipt needed on hand to quickly verify that each rider actually visited the bonus location.

Iron Butt '86 covered 37 states, part of Canada and over 10,000 miles in 11 days, drawing 16 riders, ranging in age from 27 to 53 years old who came from as far away as Alaska to compete.

Publishing tycoon Malcolm Forbes took time out from his busy schedule to fly into Montgomeryville from Boston to start each of the 16 competitors in one minute intervals. Fifty dollars of each rider's \$750 entry fee went to the Muscular Dystrophy Asso-



Publishing tycoon Malcolm Forbes flew into Montgomeryville to start each of the 16 competitors; here he waves his hat to Gary Moore.

ciation. Additionally, John and Suzie Shuck managed to raise over \$1500 in Muscular Dystrophy pledges, as well as Ross Copas and Jim Plunkett who raised nearly \$1000 each. Forbes also donated \$1000 in the rally's name.

Before the start, the experienced rally participants got their kicks psyching out the rookies. Everything was attacked, from a rookie's tires to the brand of machine he was riding. One competitor, riding a BMW, told another riding the identical bike that the rookie was definitely on the wrong mount and should just give up now! This was turning into a typical Iron Butt start.

Gary Moore's 1981 Honda Gold Wing had 124,000 miles on the clock — fellow competitors wondered if it could go the distance. Joe Tracy had a turbo-equipped BMW K100 that he claimed would run 170 mph. Speculation was it wouldn't last until it was all over the road at speeds over 100 mph, hence the switch to the turbo Beemer. Rookies and vets alike were all behind the Triumph team of Gary Johnson and John Schuck, there to prove that the mighty Trident triple and 750 Tiger twin could make it around the entire U.S.

Each rider had to check in on "his minute," enduro style, at Reynolds' Sport Center in Gorham, Maine, at 7:00 p.m. on the first day while trying to make bonus points along the route. If Montgomeryville to Maine in nine hours didn't sound like challenge enough, Egloff threw in a timed 40 mph enduro section 40 miles long, leaving only eight hours to ride the remaining 4800 miles up to Gorham, Maine. Spectro Oil in Brookfield, Connecticut, had refreshments and sandwiches waiting for riders who made the 50-mile round trip trek off the interstate to get a 50-point bonus for stopping there. Entrant Ross Copas was overheard stating he felt rude having to go and not being able to stay for lunch and a tour of the plant, but such was the life of a racer.

Only four riders, Copas, Walt Deck, Jim Plunkett and Michael Kneebone decided to risk getting caught in downtown Boston rush hour traffic to pick up the 101-point bonus offered at Sullivan Brothers' Distributors in Hanson, Massachusetts just south of Boston. Plunkett said he was going absolutely crazy watching the minutes tick away while he was sitting in downtown Boston with no place to turn or way to get around the wall to wall cars.

At the first checkpoint in Maine, the standings were Copas (BMW K100) in first, Plunkett (BMW R100S) and Deck (Honda Gold Wing) tied for second and Kneebone (Yamaha Venture) in third.

Riders left Reynolds' Sport Center

at 9:00 p.m. for Eau Claire, Wisconsin, to the cheers of over 100 spectators attending the event. Bonus spots were Brattleboro, Vermont, the New York Thruway, Grand Island toll bridge, the Rainbow Bridge between Canada and New York, the Eclipse factory in Ann Arbor, Michigan, and Motorcycle Touring News in Aurora, Illinois.

Later that night, outside of Brattleboro, Vermont, disaster struck the only Harley-Davidson entered in the rally when Nick Nichols' rear cylinder and piston exploded, rupturing his gas tank. Fortunately, Nick had his feet on the front touring pegs and wasn't hurt. Special commendations should be given to Barry Norman and Gregg Smith for taking time out to find a rope and then towing Nichols' bike to the next town.

Early the next morning, several riders made a major mistake in going to the Grand Isle toll bridge between Vermont and New York instead of the Grand Island toll bridge near Niagara Falls. Deck said he was going to frame the toll receipt after having ridden 400 miles out of the way to get it. Despite gale-force wind and rain, Kneebone stuck his foot in the toll booth door and argued that this had to be the right bridge — and wouldn't leave till the toll gate keeper proved where Grand Island was. Copas rode over the border to his home in Cornwall, Ontario, to catch some sleep.

Special thanks have to be given to both Eclipse and Motorcycle Touring News for staying open all night to accommodate riders checking in for bonus points. Egloff received praise from all the riders for making bonus stops at motorcycle-related industries. Everyone enjoyed stopping at these places versus the usual boring toll and gas receipts used throughout the event's history.

Leaving Road, Track and Trail in Eau Claire, Wisconsin, on Thursday, August 28, at 9:00 p.m. ready for the ride to Seattle, riders were handed the next bonus locations — Harvey, North Dakota, Wiliston, North Dakota, and Glacier Village in Montana.

Meanwhile, Egloff was back in Montgomeryville consoling wives and girlfriends, while at the same time hoping for rain, snow, anything to help weed out the less serious competitors. Patterson said, "Now I know what a sick mind George has." Egloff's wish almost came true when riders crossing Minnesota and North Dakota had to contend with record low temperatures in the 30s. That same day, riding through Montana, temperatures reached well over 100°.

Later that night, Deck was following Fran Crane through Minnesota when a deer ran in front of Fran's bike and stopped on the highway. Deck said, "Fran was so close to the

deer that she could put her hand out and touched it, but she never missed a beat and just kept going."

Riders who went for bonus points got to go right up to Glacier Village, just outside of Glacier National Park in Montana, but none had the time to ride across the famous "Going to the Sun Highway." George was sworn at many a time for that maneuver, to be so close yet so far.

Just south of West Glacier, Montana, Plunkett's BMW cracked a piston skirt. He managed to ride it to his motorcycle supply shop in Spokane, Washington, for a quick engine rebuild and invited some of the other riders to catch a few hours sleep at his house.

Everyone checked in on time, Saturday night, September 1, at the Cycle Barn in Lynwood, Washington, except the two Triumphs. They arrived approximately one-half hour later to the applause of all those attending. Everyone was convinced they had just wanted to ham it up a bit.

Leaving Lynwood, bonus locations were Grant's Pass in Oregon, the Golden Gate bridge in San Francisco, and a special tourist folder from Big Sur, California. Everyone loved the ride down the coast, but again cursed Egloff for routing them down California's beautiful Route 1 on a holiday weekend. Fighting for space with tourist's mobile homes and cars was hardly anybody's idea of a good time.

The next checkpoint was located at Greer Sport Fairings in Costa Mesa, California. Greer opened on Labor Day to host the riders at the halfway point of the rally. Irv Seaver's BMW shop in nearby Santa Ana also opened to help riders in need of service.

Standings at Costa Mesa found Copas still in first place with 1767 points, followed by Deck in second with 1741 points and Kneebone in third with 1726 points. Paul Persinger, Barry Norman and Tracy were tied for fourth place with 1702 points. Crane, Moore and Nick Phillips were tied for fifth with 1698 points. Plunkett was in sixth with 1691 points. Al Holtsberry was seventh with 1598 points, and Gregg Smith with 1539 points was in eighth. Dave McQueeney was ninth having racked up 1526 points. Johnson and Shuck were tied for 10th with 409 points each, but remember, the primary goal of team Triumph was to complete the rally, not try and get bonus points.

After a mandatory six-hour layover at Costa Mesa, riders left for the bonus point sites of Las Vegas, Nevada, and the Grand Canyon (Arizona) on their way(?) to Muskogee, Oklahoma. Each rider was required to stop at the Las Vegas Hilton and pick up a casino chip. Imagine the surprise when the Hilton doormen kept seeing leather-clad motorcyclists pull up at the front door, jump off their bikes, and run into the casino to pick up the required token.

Crane accidentally went to the North Rim of the Canyon instead of the south side and found himself stranded around midnight without gas or the required Grand Canyon souvenir. However, luck proved to be on her side when she met someone who found a syphon hose and took gas from his truck to fill her tank, then got her an extra gallon container so she could make it to Flagstaff. Crane thanked him for the help, but she still didn't have a canyon souvenir and the gift shop didn't open until the next morning. The man who helped her then asked her if a hat that said Grand Canyon on it would do. Talk about luck, and if that wasn't enough, Fran was hungry, so he offered her some of the yogurt he had for his lunch. Crane said that they gave her everything she could possibly need except sleep . . .

On the way to The Suzuki Kawasaki Seller in Muskogee, Oklahoma, dense fog in Texas caused many riders to wonder if continuing was really worth it. Johnson, on one of the Triumphs, said that you really had to have a great deal of faith traveling through the fog at 70 mph watching the white lines and not being able to see much of anything else. Other riders complained that staring into the fog hypnotized them and made them want to fall asleep.

Egloff used Muskogee as the real breaking point to separate the riders just trying to complete the course from those trying to go for the win and maximum bonus points. Riders were to leave for Jacksonville, Florida, but received a bonus sheet listing Kansas City as a bonus spot worth 50 points. Many riders, who had only two or three hours of rest since the California checkpoint, felt it was too much to go 270 miles north then turn around and ride 270 miles back south towards Florida. The Oklahoma heat and humidity were also taking a toll — combined with the quickly approaching rain storm, many were mentally ready to throw in the towel, but decided they had come this far and would finish no matter what it took.

On this leg of the trip, weather, fatigue, mechanical failures and race strategies caused the standings to shift around. Copas, Moore, Crane, Norman and Tracy decided to go all the way to Kansas, while Kneebone and Persinger decided to sneak up the back way for a Kansas Turnpike receipt — skipping Kansas City with the plans to get into the Florida checkpoint early, getting a few extra hours sleep and then clean up on the last leg of the event. Everyone else decided to go directly to Florida and pick up bonus points that were more along the way.

Tracy had the misfortune of hitting a fawn in Missouri despite having had deer whistles on his turbo MW K100. Joe Anderson from Joe's Cycle Shop in Bolivar, Tennessee, who drove nearly 200 miles to get Tracy's damaged bike, explained that "the deer was too young to know about deer whistles."

Copas almost bought it outside of Kansas City, Kansas, when he missed a stop sign and hit a car. Undaunted, he settled with the car driver, jumped on his Beemer and took off, hardly losing any time.

Deck's alternator gave up while he was picking up a bonus at the Lake Pontchartrain causeway in Louisiana. With assistance from Mike Miller, a local Gold Wing Road Riders Association member, Walt was able to get his Gold Wing to a dealership and fly home in time to attend the awards banquet on Sunday.

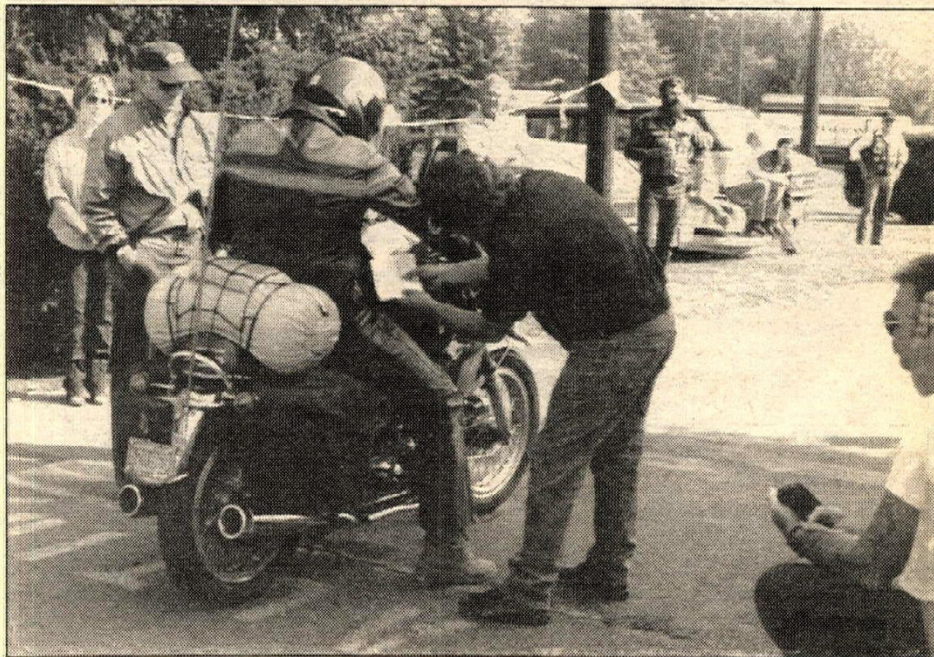
In Jackson, Mississippi, Dave McQueeney hit a pot hole and was thrown onto a curb. He managed to walk away from the accident with only a cracked rib and minor road rash but his BMW K75 was missing the left footpeg and shift lever. McQueeney was able to locate a shift lever but no foot peg. Despite these handicaps he completed the rest of the event riding with his left foot on the passenger peg. He got the "Iron Rib" award from the other riders.

At Sullivan Brothers' Distributors in Jacksonville, Florida, many took to sleeping on the warehouse floor during the two-hour layover. Spectro Oil representatives were there helping with oil changes and other minor maintenance problems.

As riders were leaving the Jacksonville stop they were given the final bonus listing which included Orlando, Florida (hardly on the way back to Philadelphia), the Richmond Turnpike in Virginia, the Chesapeake Bay Bridge, and The Motorcycle Shop



Ross and Claudette Copas pose at the finish; Copas won the event on his BMW K100 after earning the bonus from fighting Boston traffic.



Triumph Trident rider John Shuck gets the go ahead from Malcolm Forbes as defending champion George Egloff checks things out.

in College Park, Maryland, just outside of Washington, D.C. Most riders noted that traffic going through Washington was running a consistent 80 mph. Irony, considering this is where our legislators meet and can't get it together to raise the limit past 55.

Major road construction in downtown Philadelphia gave many riders a last minute scare. To come so far and risk losing precious points 30 miles from the finish must have aided in the development of several ulcers among the riders cutting it close at the finish.

Copas and his BMW K100RS led from start to finish to win the 1986 Iron Butt Rally with 2822 points. Norman, riding a Yamaha Venture, came in second with 2757 points and swears to return next year for the win. Third place was a tie between Crane on a BMW K100 and Moore with his 1981 Honda Gold Wing, both riders had 2753 points at the finish. Kneebone, riding a Yamaha Venture, was fourth with 2662 points. Paul Persinger who rode his Yamaha Venture from Alaska to the event, was fifth with 2656 points. Kawasaki-sponsored Nick Phillips, riding a Concours, was sixth with 2652 points.

Californian Crane deserves the "most miles ridden award" with a total of 10,421 miles. Kneebone claims he won the "no-ticket class" while still racking up 10,376 miles. The Connecticut Triumph team of Johnson and Shuck deserve the highest praise for having the desire and will to continue throughout the rally on their English classics.

Patterson, Egloff and Giles deserve

a first place award for running such a well organized event. First place pit crew award goes to Richard and Faye Hoffman, (Richard Hoffman was in sixth place in the '85 Butt rally) who extended their hospitality to all rally participants. Faye's wonderful home cooking was the first good meal riders had in 11 days.

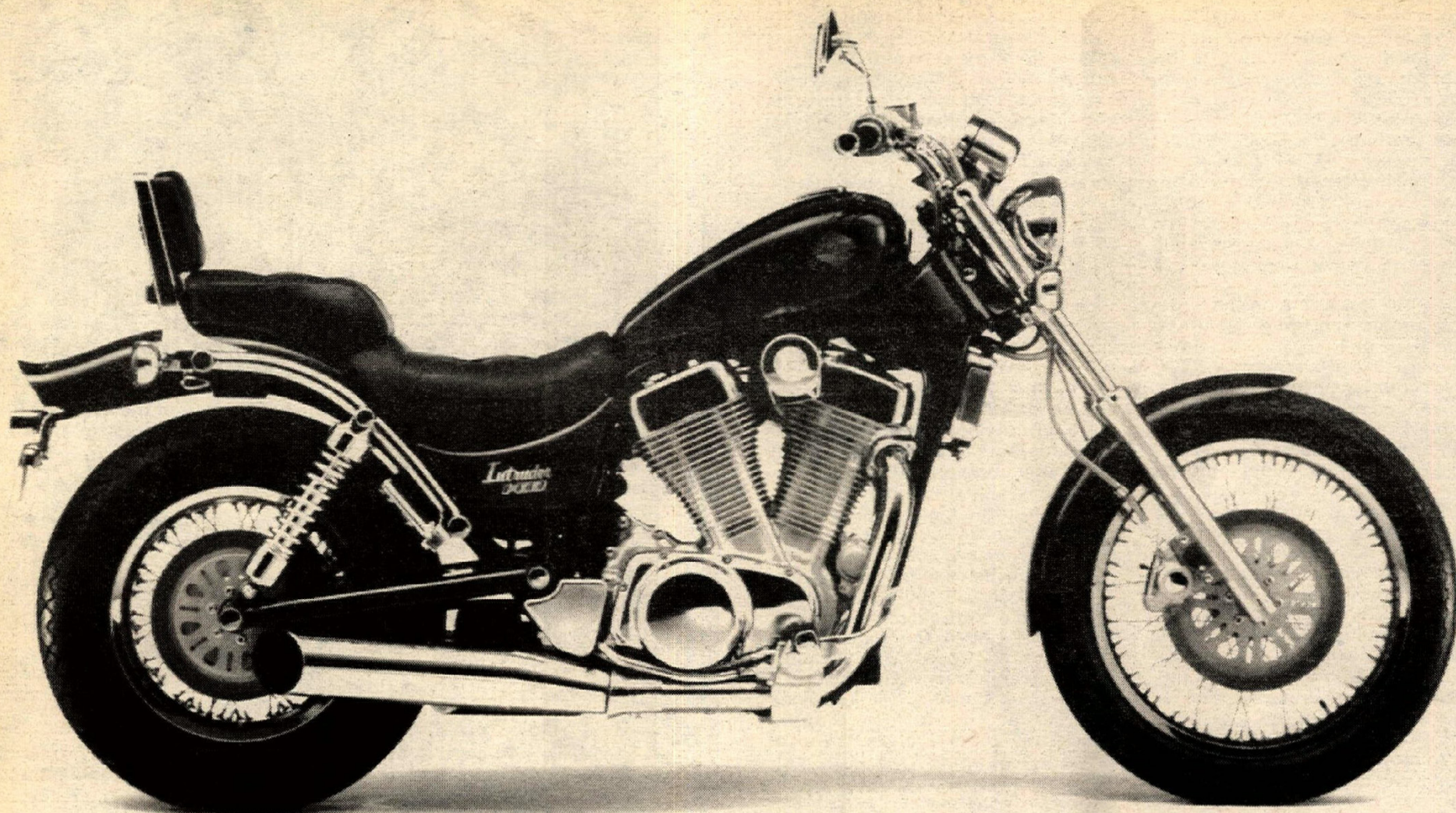
Special recognition should be given to Spectro Oils of America, Carlisle Tire and Rubber Company, Shoei Helmet Corporation, Sullivan Brothers Distributors, Eclipse, Michelin Tire Corporation, Continental Tire Company and Thunderwear Corporation for support that goes far beyond the cash register.

A poll of the top-placing finishers revealed that most rode 40 hours and then slept five to eight hours, depending on available time. Mental, not physical exhaustion, was the most difficult problem to overcome during the event. Most riders agreed that "mush mind," coined by '85 finisher Suzie Mann, most accurately described this feeling.

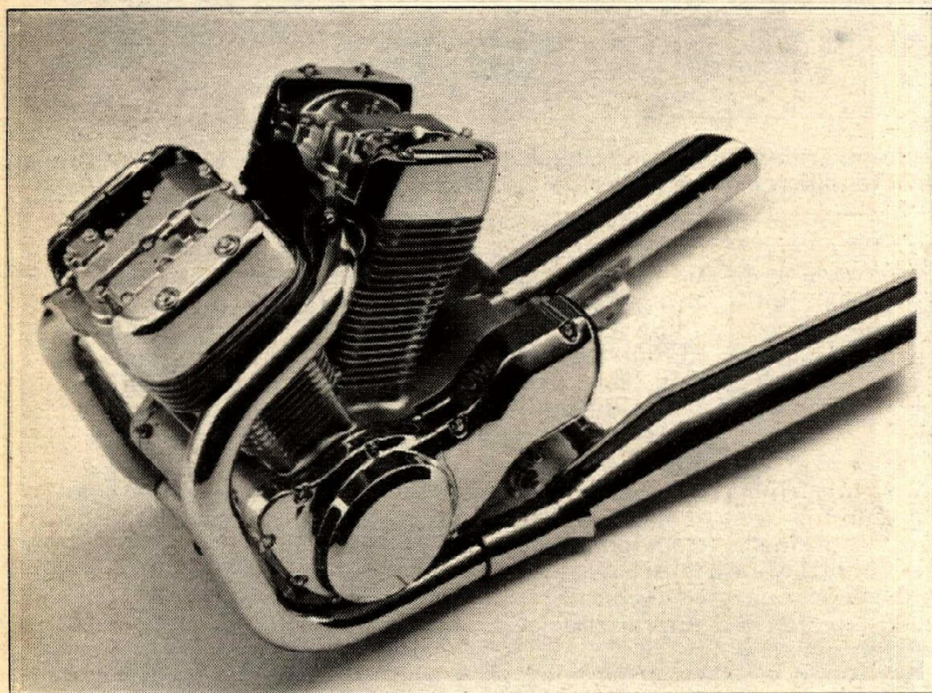
No one that finished would dispute that this is indeed one of the world's toughest motorcycle events. Said one rider, "No one can possibly understand how tough this rally is to finish until they've tried it themselves." Each rider can count themselves in a truly elite class of motorcyclists.

Results

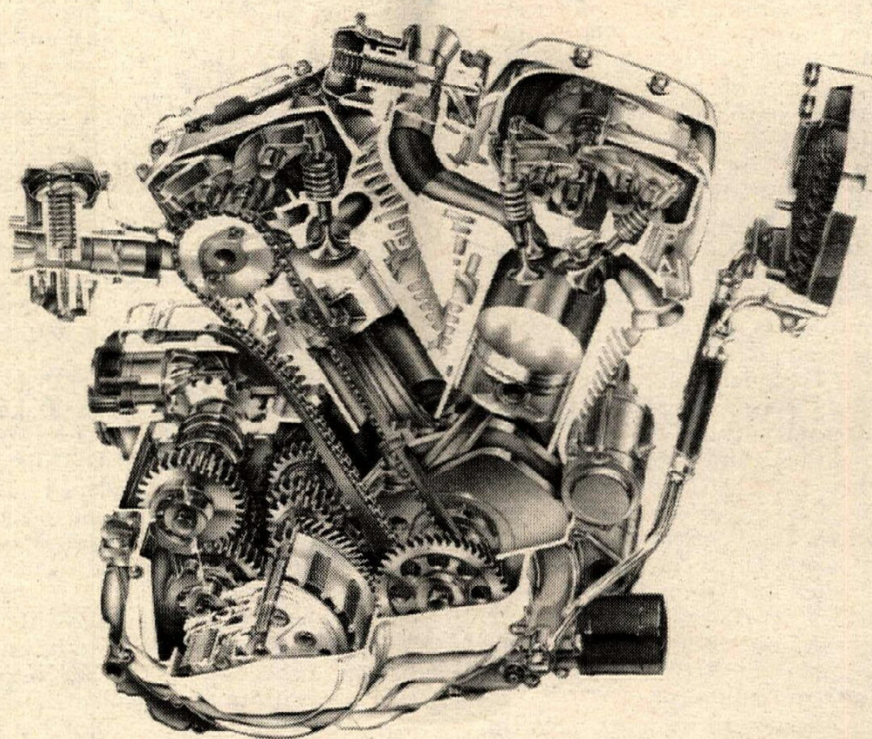
1. Ross Copas (MW); 2. Barry Norman (Yam); 3. (TIE) Fran Crane (BMW)/Gary Moore (Hon); 5. Michael Kneebone (Yam); 6. Paul Persinger (Yam); 7. Nick Phillips (Kaw); 8. Jim Plunkett (BMW); 9. Al Holtsberry (BMW); 10. Gregg Smith (Yam); 11. Dave McQueeney (BMW); 12. Gary Johnson (Tri); 13. John Shuck (Tri); 14. (DNF) Walt Deck (Hon); 15. (DNF) Joe Tracy (BMW); 16. (DNF) Nick Nichols (H-D).



The '87 Suzuki Intruder 1400 will be available in late November. The 1360cc V-twin powerplant pumps out a claimed 73 horsepower.



The air-cooled/oil-cooled engine with exhaust system weighs 220 pounds. The rear cylinder is oil-cooled, the front air-cooled.



The overhead cam, three valve—two intake and one exhaust, Intruder 1400 engine has a compression ratio of 9.3:1.

1987 Suzuki VS1400GL Intruder 1360cc V-twin thunder machine

By Jack Mangus

"Yes, it was designed to be big," was the answer provided by Suzuki's director of research and development, Mr. T. Shigenoya, when he was asked if Suzuki purposely designed the Intruder 1400's engine to be bigger than

the largest V-twin manufactured by Harley-Davidson. At

1360cc, the Intruder 1400's powerplant displaces 20cc more than Harley's biggest production powerplant.

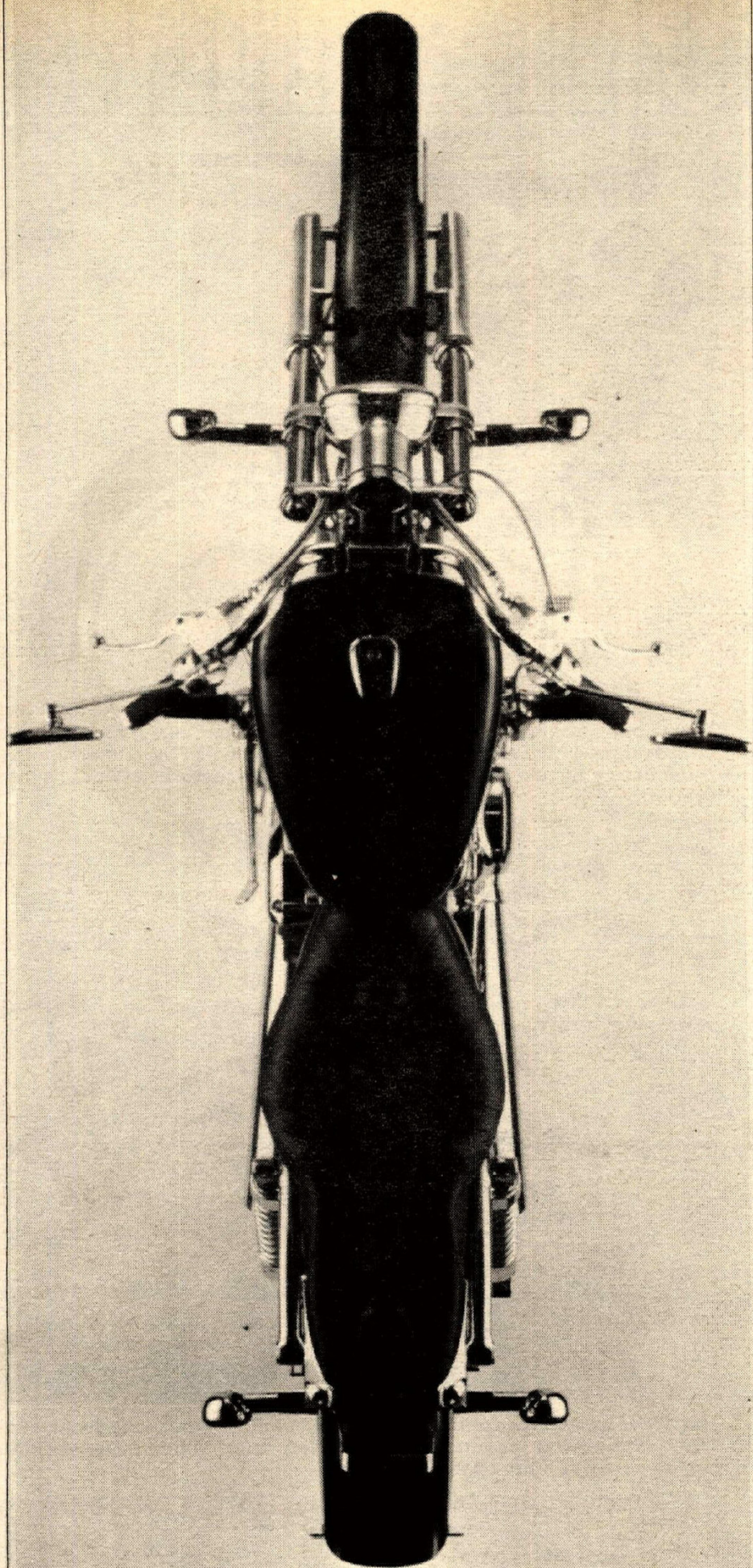
Editorial staff members from six American motorcycle magazines, one Canadian magazine and this newspaper gathered at the Ritz-Carlton Hotel in Laguna Niguel, California, to attend a press briefing and ride the Intruder 1400 on September 16.

Suzuki said they had several goals in mind when they set out to design and then produce the Intruder 1400. Their intent was to produce a motorcycle that had a clean and forceful

image, a massive powerplant that would produce a deep throaty sound and awesome acceleration, and a jewel-like finish.

What resulted was the largest production V-twin powerplant, a four-stroke, overhead cam, three-valve per cylinder (two intake, one exhaust) engine with 9.3:1 compression ratio that produces a claimed 73 horsepower at 4,500 rpm.

Technology from Suzuki's popular GSXR sport bike found its way into the Intruder 1400 engine in that while the front cylinder is air-cooled,



The clean lines of the Intruder are complemented by the 3.4-gallon fuel tank and the seat which puts the rider 28.3 inches off the ground.

the back cylinder is oil-cooled. Why just the rear cylinder? "We wanted to keep it as simple and as light as possible," said Shigenoya.

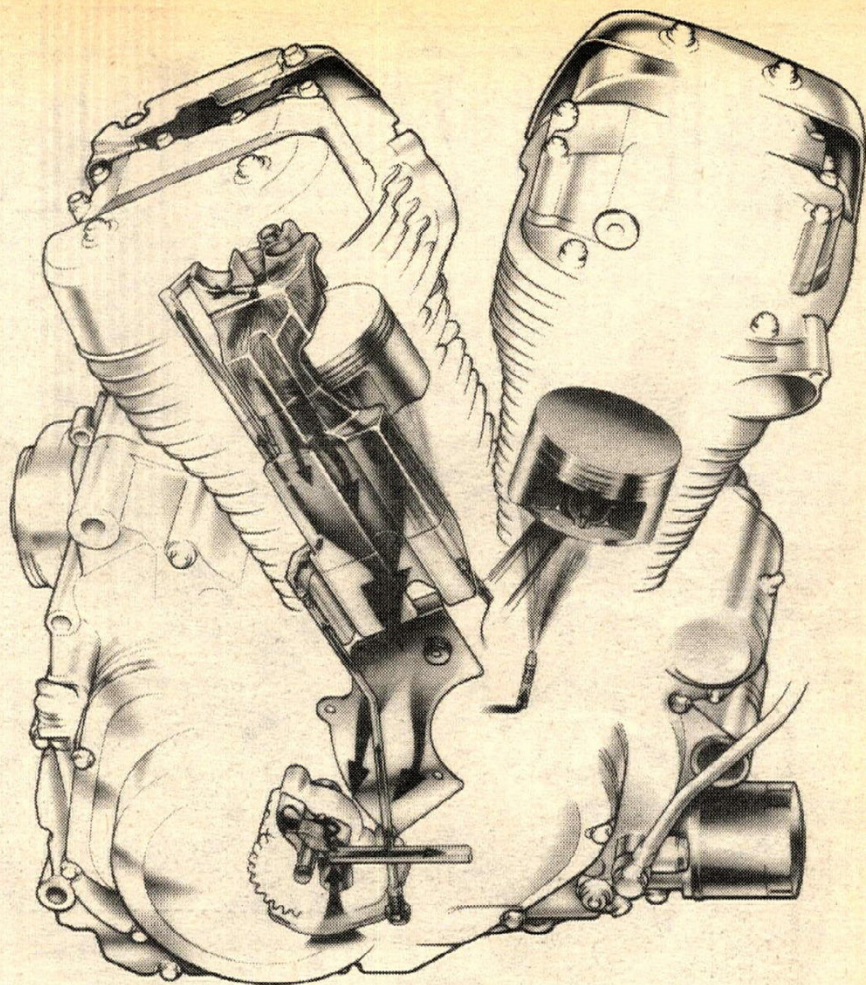
Shigenoya said the technology of the Intruder 1400 would be introduced into the Intruder 700 in the future, but when asked if that meant the '87 700 would have an oil-cooled rear cylinder, he said, "No comment."

Engine redline is set at 7000 (plus or minus 250 rpm) by a rev limiter. A four-speed constant mesh transmission, shaft drive, and wet multi-plate

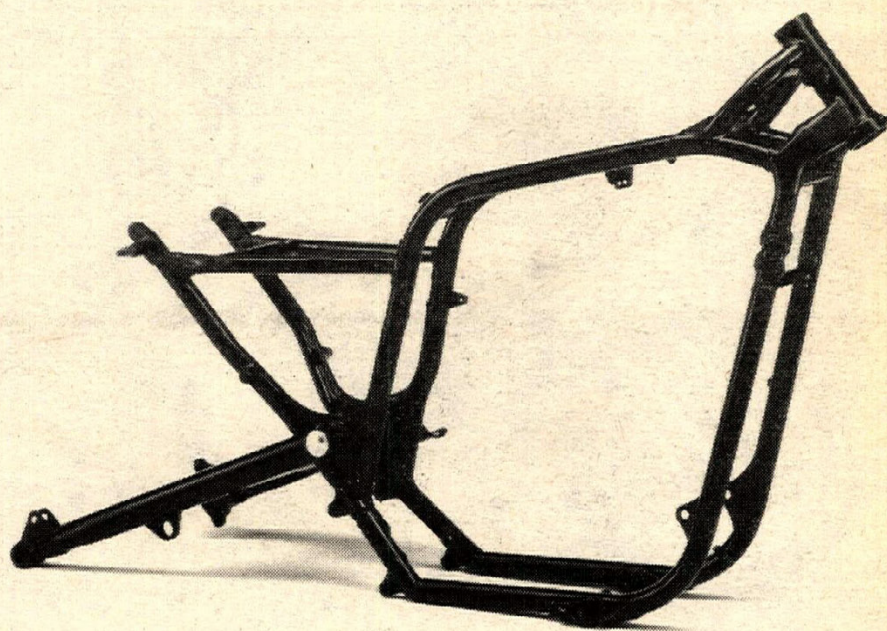
type clutch are complemented by a torque limiter in the rear hub.

As will all '87 Suzuki street bikes, the Intruder 1400 will feature a starter interlock that prevents the engine from starting when the sidestand is down. Keeping in mind that the bikes that were ridden at the press launching were pre-production models, the Intruder 1400 we rode would *not* start unless the sidestand *was* down.

Pushing the electric start button puts a small cam gear into action and it opens the exhaust valves for 0.7



The VS1400GL's oil cooling system is shown in this cutaway drawing. The shaded areas show where the oil is directed from the single pump.



The frame features a forged steering head that accepts a 41 mm fork with a 36-degree rake. Frames are painted to match the bike's painted parts.

seconds to lower compression to provide for easy starting.

The Intruder 1400 produces just what Suzuki intended, "a deep throaty sound." Taking the bike on a brief (40-minute) ride revealed smooth and impressive acceleration through the gears, gobs of torque, and impressive cruiser-bike handling, no doubt partially provided by the "fattest" rear tire on any production bike, a 170/80-15 monster.

Available in either pull-back or flat bar versions, all Intruder 1400s will come with spoke wheels in '87. "Spoke wheel-equipped Intruder 700s sell two to one over mag wheel 700s," said Shigenoya.

The finish, at least on the pre-production models, was as promised—"jewel-like." Every nut and bolt is covered, wiring is routed inside the handlebars, the front brake hose is housed in chromed tubing,

and three coats of paint are applied to all painted surfaces (the frame matches the available colors—maroon or black for the pull-back bar models, and a dark blue for the flat bar model).

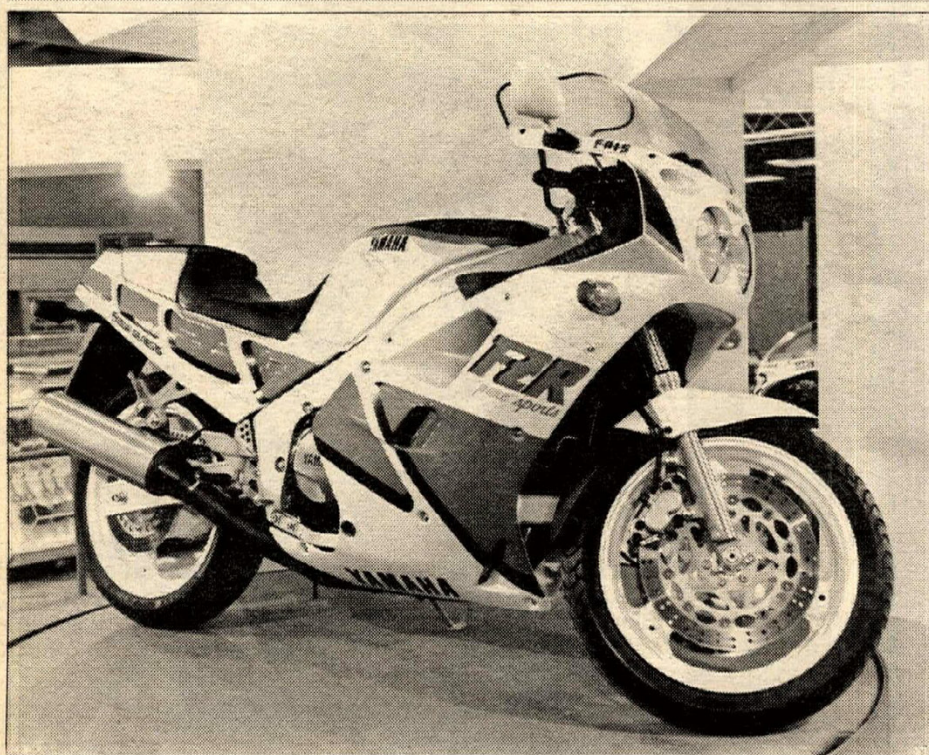
Claimed wet weight is 571 pounds (the engine with exhaust system weighs 220 pounds).

The 1987 Suzuki VS1400GL Intruder will start rolling off the assembly line in Japan in mid-October and will be available to dealers in late November.

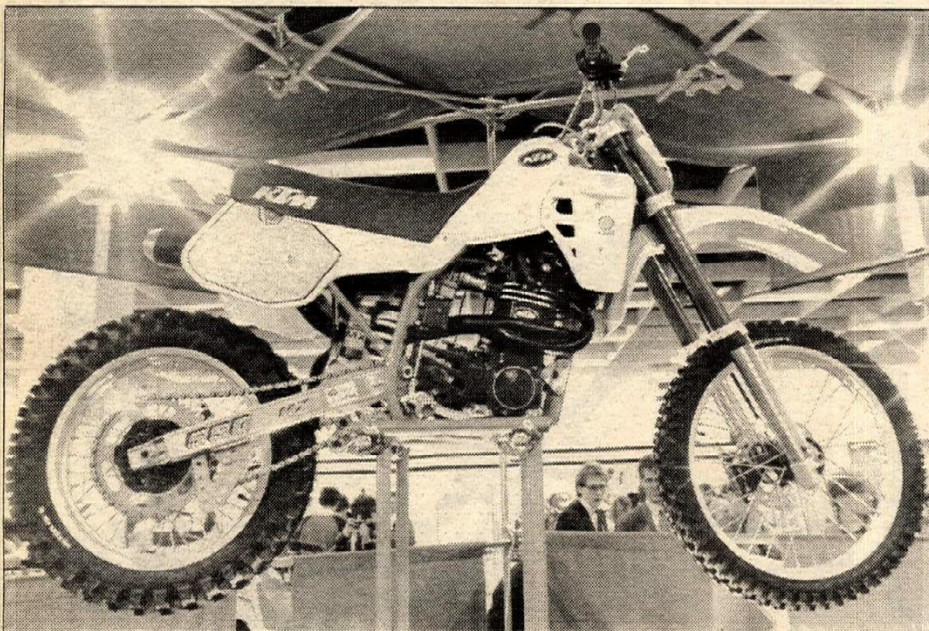
Price? "In the \$5000 range," said Shigenoya. With a grin he added, "Maybe 5-9-9-9, but then maybe 5-0-0-1."

It's more, much more than just another new model for the Japanese manufacturer. As Mr. Shigenoya put it, "The Intruder 1400 is not just a special machine, but a very, very special machine for the U.S. market." •

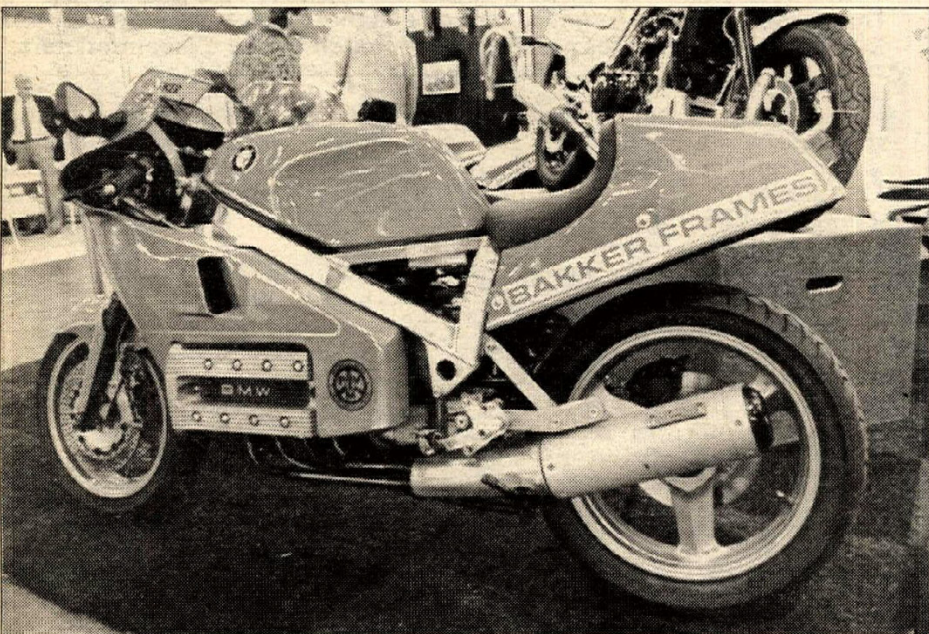
1987 COLOGNE SHOW



Yamaha's five valve per cylinder FZR1000 Genesis was first shown at the Cologne show. The bike features an alloy Deltabox frame derived from the endurance racer Genesis and from the chassis of Eddie Lawson's World Championship-winning YZR500. The liquid-cooled, four-cylinder, four-stroke produces 98.6 horsepower at 9500 rpm.

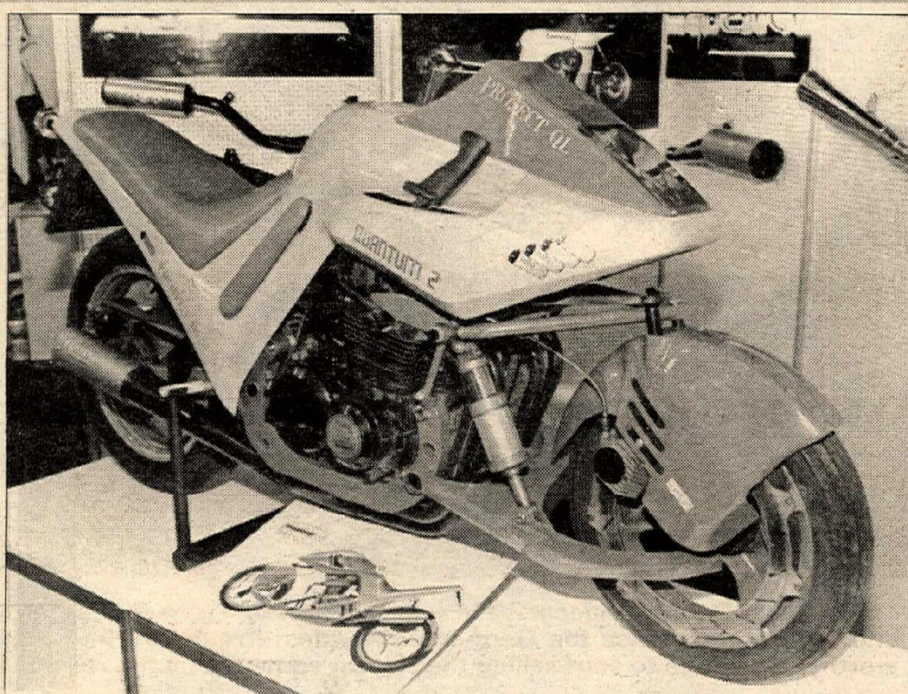


One of the few motocross machines at the Cologne show was the new KTM 550 water-cooled four-stroke.

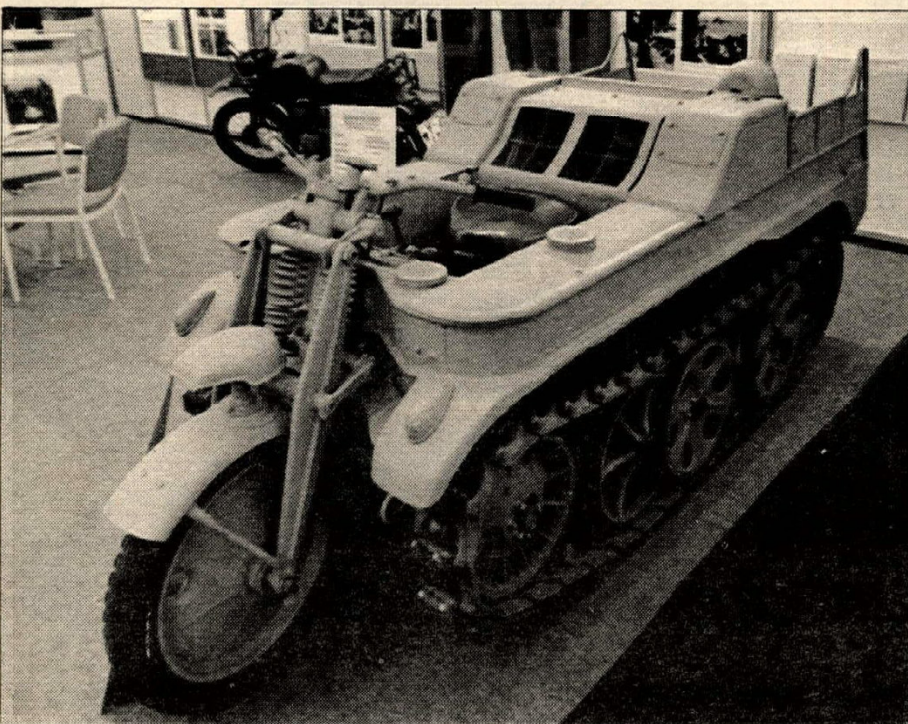


This Nico Bakker frame kit for BMW's K100 includes frame, swingarm, shock, 6.3-gallon aluminum tank, footpegs and solo seat.

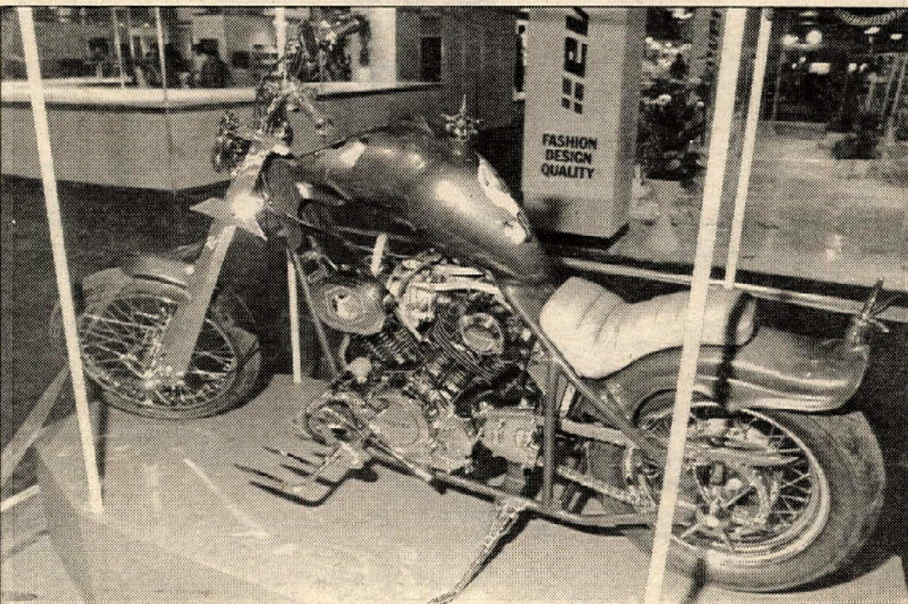
PHOTOS BY HENNY RAY ABRAMS



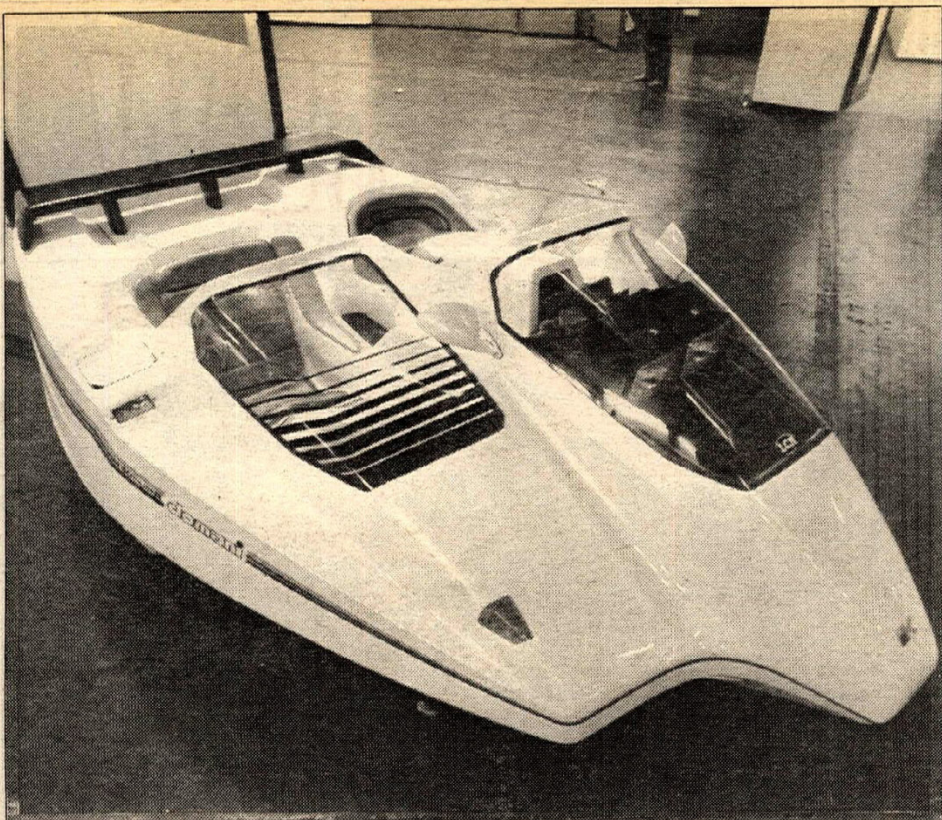
This is one of only two existing Quantum 2 project bikes; the Perry Williams designed bike seen here uses a Kawasaki GPZ750 engine while the other uses a Suzuki 1100 powerplant; the bike features a Motad exhaust system.



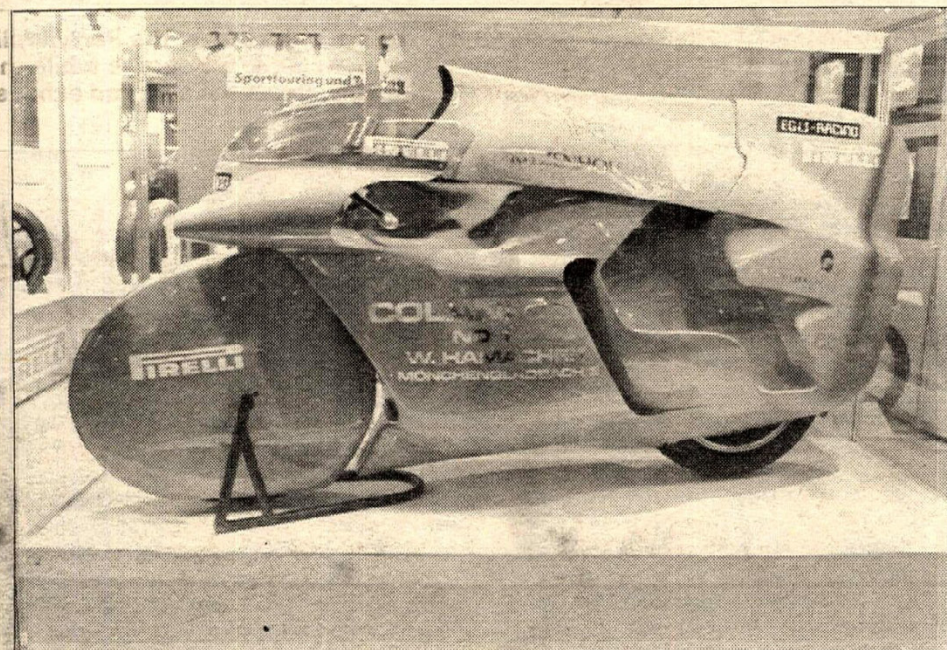
This NSU Ketten Krafted HK-101 Army Vehicle was made from 1941-1944; the bike is powered by a 1.5-liter, four-cylinder, Opel Olympia engine, and has a top speed of 42 mph.



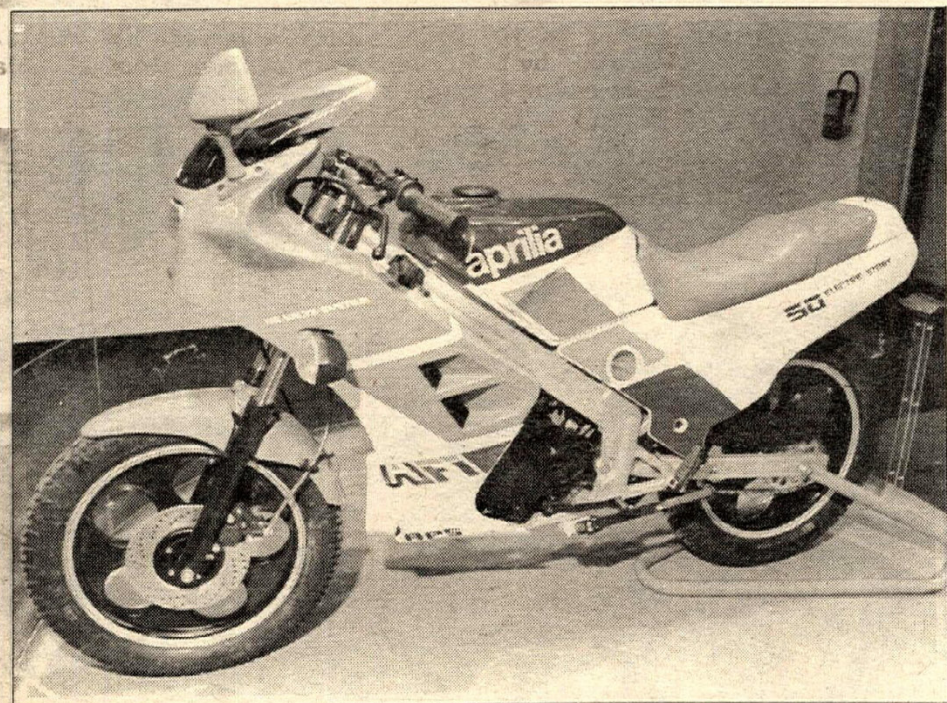
One of the more unusual custom bikes at the show was this Yamaha Highway Hawk Virago chopper.



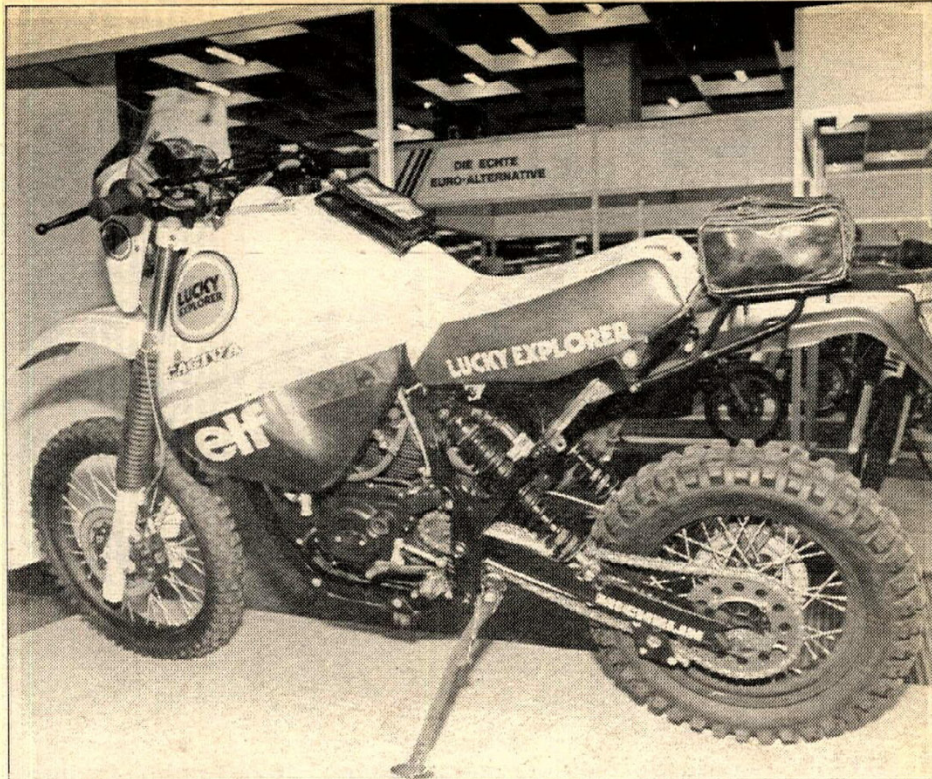
This Krauser Domani Sidecar is the same outfit as last year and Krauser is still trying to convince the German authorities that the outfit is road-worthy; they hope to start selling the sidecar sometime in the spring.



The Egli-Racing Streamliner uses a turbo-charged Suzuki 1100 engine which they claim produces 250 horsepower with a top speed of 180. The bodywork was designed by Luigi Colani and the top part comes off; possibly the most expensive and least rewarding motorcycle at the show per mph. The streamliner, like the Yamaha FZR1000, FZ750 and the Ducati Paso, will use Pirelli's MP 7R/MPH 7S radial tires.



The Aprilia AF1 50AE is a single-cylinder 50cc, water-cooled street bike with a four-speed transmission, single APS rear shock, front and rear hydraulic disc brakes and a weight of 180.4 pounds.



The Cagiva Lucky Explorer is made up in Lucky Strike colors and is powered by a 748cc Desmo twin that produces 80 horsepower at 9000 rpm. The dual-purpose bike has a top speed of 112 mph and weighs in at 506 pounds; the Cagiva features a 13.2-gallon gas tank with an electric fuel pump and also has another 2.6-gallon tank in the rear.



Continental Tires used this Honda dirt tracker as part of their display with a photo of Alex Jorgensen and Ted Boody as a backdrop; the display also featured video showings of American dirt track racing.



The KTM350 Enduro replaces last year's 500 for 1987. Both the Enduro 250 and 350 have new gas tanks that hold 3.7 gallons.

New bikes

1987 KTM Motocross and Enduro lineup

By Kit Palmer

KTM Austria is offering a scaled down line-up of off-road motorcycles for 1987, which includes four motocross and only two enduro models. KTM is no longer referring to the

enduro and motocross models as MXCs (enduro) and MXs (motocross) instead using easier-to-remember Motocross and Enduro designations.

Highlighting KTM's fleet of 1987 motocrossers is the new 250 Motocross

that now has a new power-valve system called the Power Exhaust Port (PEP), which is also found on the 125. The liquid-cooled, 247cc motor has a Nikasil-coated cylinder bore with reed induction (as do the 125 and 500), and KTM claims the motor produces 48.2 horsepower at 8050 rpm. The exhaust pipes on all the



Both the 125 (shown) and 250cc motocrossers now comes with a power-valve system called the Power Exhaust Port (PEP).

Motocross models are new and routed differently to increase ground clearance.

Other motor changes to the 250 and 125 include a redesigned clutch for a lighter pull and smoother action, a new shifter mechanism for more position shifting, and a new enhanced microprocessor in the Digital Control Ignition system (250 only) to help improve starting and increase horsepower. The 500 comes stock with a Type 55 Bing carburetor, while the rest of the KTMs have Dell'Ortos. KTM claims the 500 produces 62 horsepower at 8050 rpm, and the 125 35 horsepower at 9800 rpm. The 250 weighs in at a claimed 212 dry pounds. The 500 (222 lbs.) has porting changes, which now includes a three-port exhaust design. The 125 has a new Motoplat Programmed Advanced ignition, and overall dry weight is 194 pounds.

Chassis changes to the 125, 250 and 500cc Motocross models include beefed up disc brakes, which now have four-piston calipers front and rear. Suspension is still handled by White Power but with valving changes to the shocks and 4054 upside-down forks. All the motocrossers have softer seats, larger airboxes and aluminum handlebars. The 125 has a slightly

different frame geometry for quicker steering and a lower seat height.

The KTM 80 has a larger 82.9cc motor, new carburetion and is claimed to churn out 24 horsepower at 12,000 rpm. It too has a Nikasil-coated cylinder.

The frame is designed slightly larger to improve feel for taller riders, and the swingarm is longer for added straight-line stability.

KTM is offering just two Enduro models for 1987 — a 250 and a 350. Dropped from the lineup are the 125 and 500 models. The 250 and 350 Enduros share many of the MXers' features, such as front and rear disc brakes (four-piston calipers), high ground clearance exhaust pipes, redesigned frames for a lower seat height and softer seats. Lighting kits and O-ring chains are standard. Both bikes feature all-new gas tanks that hold 3.7 gallons, with the radiator shrouds incorporated into the gas tank as a one-piece unit.

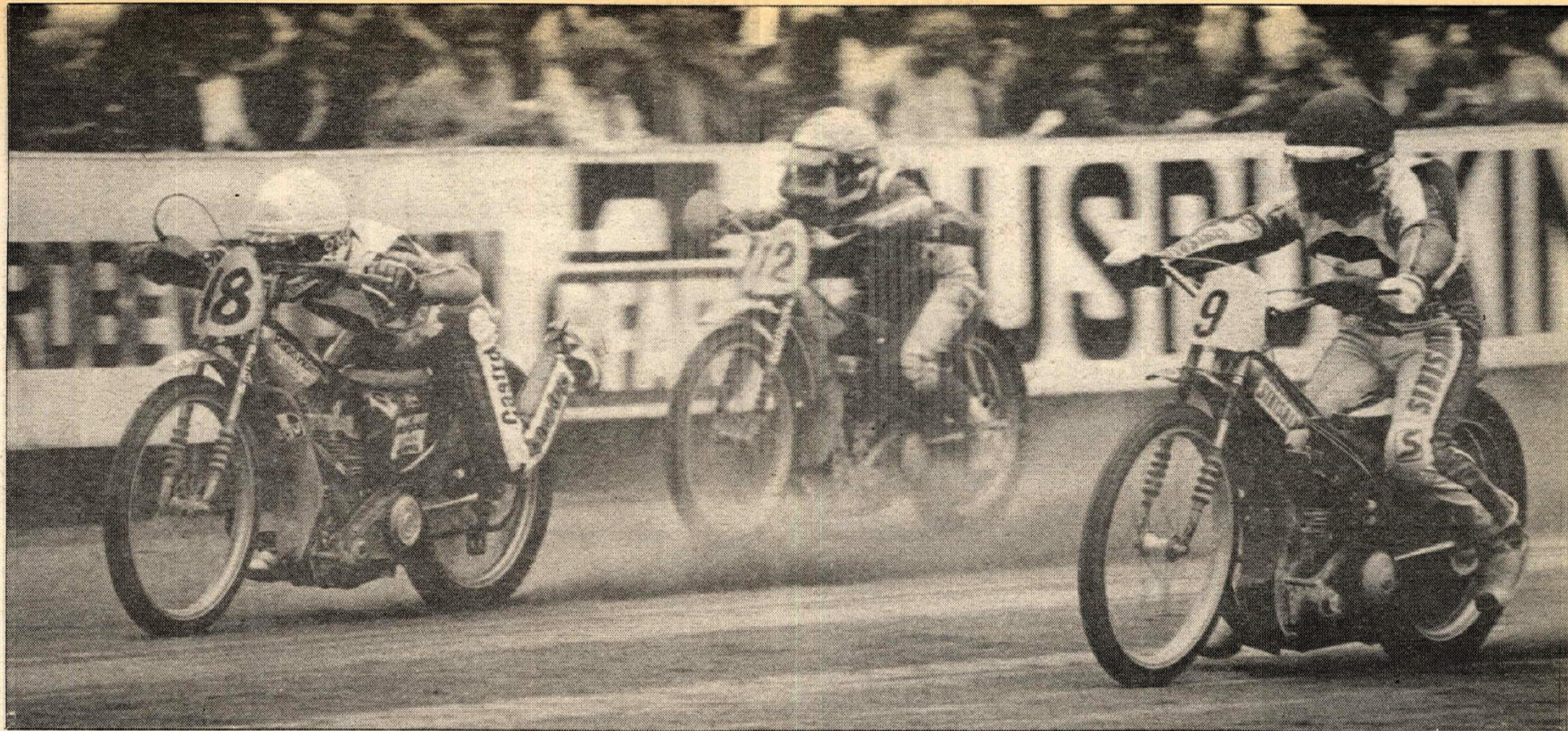
Both the bikes have liquid-cooled, reed induction motors with Nikasil cylinders; only the 250 has the Power Exhaust Port and the Digital Control Ignition Systems, and both have five-speed transmissions. The 250's claimed dry weight is 212 pounds, and the 350 weighs 227 pounds. •

Major porting changes are new in the KTM500 Motocross. KTM claims the 500cc Motocross produces 62 horsepower at 8050 rpm.



The 250cc Motocross has a modified Digital Control Ignition system and, like all the new KTMs, has a Nikasil cylinder bore.





Champion Erik Gundersen lies on his bike as he leads Bernd Diener and Kei Niemi down the back straight; Gundersen scored a 25-point maximum.



Shawn Moran leads Bernd Diener, second-place finisher Peter Collins, Pavel Karnas and Marcel Gerhard, who finished the event in third.



Erik Gundersen celebrates his victory atop the podium while Peter Collins (left) and Marcel Gerhard (right) look on.

World Championship Long Track Speedway Final

Gundersen wins in West Germany

By John Hipkiss
Photos by Mike Patrick

PFARRKIRCHEN, W. GERMANY, SEPT. 14

Deposed speedway champ Erik Gundersen regained the coveted long track title in brilliant fashion deep in the rural area of Bavaria with a superb maximum 25-point performance.

Sweet revenge indeed over fellow Dane Hans Nielsen who took the solo speedway crown from Gundersen a few weeks earlier in Poland.

Second, riding in superb style, was England's Peter Collins with 18

points, while third went to Switzerland's Marcel Gerhard, also on 18 points, but losing the runoff to the flying Collins.

America's sole representative was Shawn Moran. He finished way down in 10th position with eight points which didn't do him justice at all. He

won his first race by a quarter of a lap on the 1000-meter circuit with great ease and looked to be one of the favorites along with Gundersen and Nielsen who also won their first rides.

Moran, riding a Zierk-tuned Godden loaned to him by multi-time World Champion Ivan Mauger, faced the two Danes in a crucial heat six and also in the heat for good measure was Peter Collins.

After a great deal of start line gamesmanship, the tension was really telling, with only Collins keeping calm. Nielsen put his front wheel over the tapes and although they didn't break, the referee sent him back to the pits, excluding him for delaying the start.

The World Champion was understandably unhappy about the decision, but despite protests—including leaving his machine on the track—the English referee, Graham Brodie, refused to alter his decision and Nielsen was effectively out of the title running.

He could only watch in dismay as Gundersen won the race ahead of Collins and Moran.

The popular American had his share of bad luck, pulling up while leading in his final qualifier when his front mudguard snapped which made his steering lock, although he

had amassed enough points from his first two races to make the semi.

The ride with no points ended Moran's hopes for the title which he last held three years ago, but he still wanted to do well in the semi so he could finish with a score which would reflect his talent.

Moran lined up against Nielsen in the semi but suffered again when his engine seized when making a dive under the Dane, which meant it was the end of the road for the Californian.

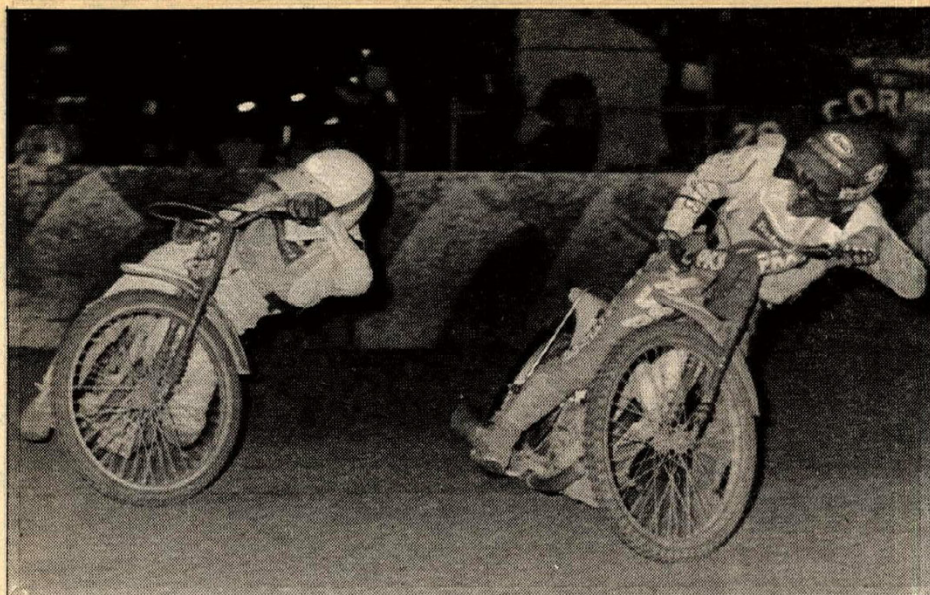
But Gundersen had no such problems, winning his semi and then the final with ease as he streaked past Collins and Gebhard to regain his long track crown.

The winner of the meeting was never really in doubt, in fact, Gundersen went into the final knowing he had won the title—he was that far ahead.

The best race of the day was the runoff for second place between Collins and Gerhard and it was Jawa-mounted Collins finishing in front of Gerhard for his highest placing ever in a long track final.

Results

1. Erik Gundersen (25); 2. Peter Collins (18); 3. Marcel Gerhard (18); 4. Gerd Riss (17); 5. Hans Nielsen (14); 6. Karl Mair (11); 7. (TIE) Bernd Diener/Kai Niemi (10); 9. Petr Vandirek (9); 10. (TIE) Shawn Moran/Han-Otto Pingel/Emil Sova (8).



Bobby Ott leads Dubb Ferrell in California State Speedway action. Ott's win was unexpected against the stellar field of competitors.



Sam Ermolenko and Brad Oxley leave the gate; Ermolenko finished fourth.

California State Speedway Championship

Showtime for Ott

By Scott Daloisio

SAN BERNARDINO, CA, SEPT. 27

In what may have been the biggest upset of the decade "Showtime" Bobby Ott defeated a superstar field to win the 19th Annual Budweiser/KCAL FM California State Speedway Championship before a crowd of nearly 5000 speedway fans on a cold and damp Saturday night.

Ott not only defeated the likes of southern California regulars Mike Faria, Alan Christian and Steve Lucero but he also won over visiting expatriate superstars Shawn Moran, Bobby Schwartz, Sam Ermolenko and John Cook.

The night was full of surprises and it all started in event one when Ermo-

lenko won over Shawn McConnell while Christian and Schwartz, both former winners of the event, occupied the final two spots. Event two brought Ott and his Backstreet Limousine/Cirello Racing/STP/Arai/Jones/Racecrafters-sponsored Godden to the line and one of his rivals was Moran. Ott got the gate from the pole and forced Moran to try and play catch up. Moran played the game until he came out of turn four on lap two when he bit the dust and ended up with zero points and that



The champagne flies as Bobby Ott and Keith Chrisco spray the spectators while Shawn Moran struggles to open his bottle.

cost him the title. Defending champion Lucero won a hard-fought battle over pre-race favorite Faria and Rob Pfitzing closed the round by winning event four.

Ott came back in event five and had Sandona hot on his trail over the first lap but from that point on "Showtime" opened it up for another win, giving him six points and he had already faced and beaten major contenders Moran, Sandona and Christian.

Moran got on the winning track with an easy win over Ermolenko and Lucero in event six with Faria then taking a win in event seven. Ronnie Correy thrilled the crowd in event eight by passing both Chrisco and Schwartz to win a thrilling race. Schwartz ended up finishing dead last and had no points to show from two rides. His hopes were over.

The pack took Faria wide in event 10 and that allowed Moran to move it out. Faria came to the pole and moved into second but could not come near the winner Moran. Correy made it two wins in a row and he did it over Ott and the race for first place was suddenly very crowded.

Keith Chrisco took event 11 while Schwartz finally got on the winning side by winning event 12. More important was the fact that Lucero finished last and that signalled that a new champion would be crowned at night's end.

Ermolenko got up from a first bend bounce to win event 14 and that kept him in rostrum contention. Faria was in pursuit trying to make the outside work when he fell and threw away his whole evening on lap three.

Ott kept it alive and won after a hard battle with Dubb Ferrell in event 15. He used the cushion like a master and hooked up, doing several wheelies, and the fans were warming up to Ott as they could smell an upset in the making. Moran stayed hot on the leader's tracks by winning his third in a row in event 16.

The final round started with Chrisco staying in the picture by winning a bruising battle from Christian in a race that saw some heavy contact made. Ermolenko won the next race and that guaranteed him of a runoff with Chrisco at night's end.

Moran gave it his all by winning event 19 and now all he could do was watch Ott. If Ott took third in the final race there would be a runoff. Anything better and the title was his.

It was Ott against Schwartz, Cook and Faria and on most nights Ott would have been picked for last. He got the gate but Cook passed him on lap three while Schwartz had already dropped out. Faria also got past but Ott went far outside on the last lap and almost slipped the wall. He was still in third in turn four but he dropped low and pinched Faria off and took second in dramatic style. The crown was his and the fans went insane.

Moran took second and then Chrisco won a runoff for third over Ermolenko by leading all the way. They closed the season by roaring around the track doing wheelies much to the delight of everyone.

Ott was ecstatic over his triumph and excitedly talked about his last race, "When it came down to that last race I knew it was going to be a tough one but all the rest of the guys were pretty much out of it. I figured they might give me a little slack but that wasn't the case. I knew that if I finished third I would have a runoff (for first). I had to give a little bit of a pinch-off maneuver in the last turn but it had to be done. It was that or pack it up for second. In turn one on the last lap, I think I was right on the boards going around there. I was either going to get him or put a hole in the fence."

Results

POINTS: 1. Bobby Ott (13); 2. Shawn Moran (12); 3. Keith Chrisco (11); 4. Sam Ermolenko (11); 5. Ronnie Correy (9); 6. (TIE) Mike Faria/John Cook (8); 7. Rob Pfitzing (7); 8. (TIE) Brad Oxley/John Sandona/Dubb Ferrell (6); 9. (TIE) Alan Christian/Gary Hicks (5); 10. (TIE) Bobby Schwartz/Steve Lucero (4); 11. Shawn McConnell (3).

**AMA National
Championship Hillclimb
Series: Round 6**

Newsome, Gerencer top Freemansburg

By Maxine Casey

FREEMANSBURG, PA, SEPT. 14
Harley-Davidson rider Louie Gerencer executed a perfect holeshot and rode a string to the top of the 500 foot hill at Freemansburg for top honors in the 750cc class and fast time of the day. Triumph-mounted David Newsome powered his 500cc steel steed over in 8.83 seconds for top time in his class.

BSA rider Jim Clark came closest to Gerencer's 8.09 second blast with an 8.37 second ride. Doyle Disbennett (Yamaha) was third with 8.62 seconds. Jeff Yoder and Tom Reiser finished fourth and fifth aboard XR750 H-Ds.

National winner Rod Riddle (BSA) was second in the 500cc class with a 9.08 second ride. Triumph pilot David Hale finished third with 9.57 seconds. STP Special Honda rider Greg Williams was fourth and Bruce Sweigart finished fifth aboard a Triumph.

Greg Williams, who was injured at the National on August 4, made his first ride a super fast one. Unfortunately the timer failed to work. Several riders thought the ride would have beaten everyone but Gerencer.

Bushkill Valley M.C. did a lot of work on their hill and it was in very good condition. Unexpected traction just past the second breaker caused several experienced riders including Earl Bowlby to fall. Bowlby's falls usually consist of his laying the BSA on its side and sliding out from under it. This time he went flying through the air. He was not injured.

Bad luck is still dogging seven time World Champion John Williams. The 750cc Honda blew at the 60 foot marker on his first attempt.

Results

500: 1. David Newsome (Tri); 2. Rod Riddle (BSA); 3. David Hale (Tri); 4. Greg Williams (Hon); 5. Bruce Sweigart (Tri); 6. Doug Kreeger (Tri); 7. Ralph Kreeger (Tri); 8. Lary Licht (Tri); 9. Rick Hunter (Hon); 10. John Rohrbaugh (BSA).

750: 1. Louie Gerencer (H-D); 2. James Clark (BSA); 3. Doyle Disbennett (Yam); 4. Jeff Yoder (H-D); 5. Tom Reiser (H-D); 6. Beeze Wendt (H-D); 7. Wade Williams (Hon); 8. Danny Halcomb (Tri); 9. Earl Bowlby (BSA); 10. Randy Gabriel (H-D).

Daniel logs Lumberjack Enduro win

By Bill Herndon

HUNGRY VALLEY, CA, SEPT. 14
The first round of the California Racing Club's Fall Enduro Series opened today with the long-awaited Lumberjack Enduro and the overall win went to Rick Daniel on his Husqvarna 430cc Automatic, with a score of 5.331.

"Everything went real good," said Daniel, "and my Auto ran great 'till the second loop special test. First, I lost my front brake about four-and-a-half miles into the loop, then on Miller Jeep Trail, my tranny overheated and it wouldn't downshift to first. I was flat out on Miller to compensate, and I ran out of gas at 38.9 miles. (Robert) Borette gave me gas and saved my hide."

Second place overall went to Jim Bollingmo (5.334), who was just three minutes of Daniel's winning time; the big surprise, however, was Bol-

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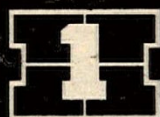
Micky Dymond

**125 National
Motocross Champion**

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Gary Richter
Jeff Spencer
Dean Miller
Dr. Martin
all the boys
from the office

and a special
thanks to Diane
and all my family
and friends.



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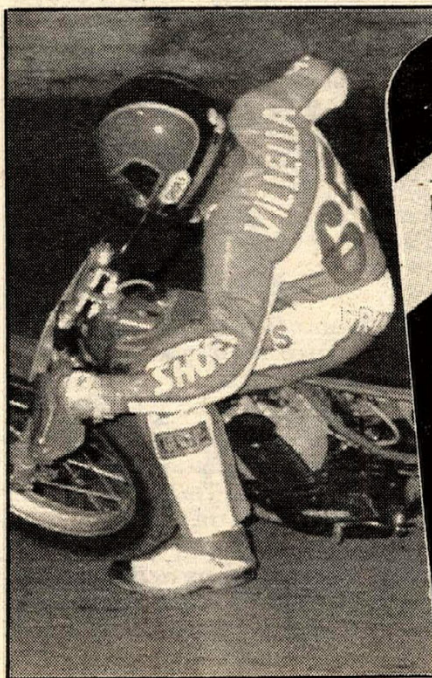
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Race Notes:

SHOEI Rider **BRYAN VILLELLA** Wins the Junior National at the Ascot Park Half-Mile in Gardena, California on September 20, 1986.

SHOEI Rider **FRITZ KADLEC** is Top American in the 61st International Six Days Enduro, San Pelligrino, Italy.

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PHOTO BY MAXIN CASEY

Rod Riddle and his BSA took second place in the 500cc class, during the National Championship Hillclimb in Freemansburg, Pennsylvania.



PHOTO BY KATHY HERNDON

KTM-mounted Tom Karos finished third in the 250cc A class at CRC's Lumberjack Enduro in Hungry Valley. Rick Daniel took the overall.

lingmo's three minute drop — the fastest of the day — at check nine on the top of Miller Jeep Trail. "Wonderful, wonderful, wonderful," said Billingsmo after the ride, "I loved it." But he did have some problems along the way, though. "A motor mount bolt on my YZ490 pulled loose beneath the shift shaft, and I got stuck in second gear, which cost me time in the first second loop special, but I'm happy." Rounding out the top three

was the first 250cc machine of Randy Pretzer (6.000).

Scott Crawford won the 200cc A class with a 7.446, bringing him within 20 points of class leader Tony Casaga, who fouled a plug on his IT200 at the start of loop two and never recovered.

Flat tracker John Hatley came to the Lumberjack for his first-ever enduro competition, and he piloted a 1978 Honda XL250 to a second in the

250cc A Four-Stroke class, dropping 14.647 points. "On Miller Jeep trail," said Hatley, "I could've used more power but Snowy was no problem."

While most of the top riders gave the Lumberjack high marks, there were several C and B rider comments of it being too tough. Rob Bush said, "I had problems with markings," and Tom Karos, who finished third in the 250cc A class said, "I thought Miller was much tougher this year." Other A riders agreed. Can-Am-mounted and 250cc AA/Sr. winner Harry Keast said, "I had a little trouble with play riders wanting to race me in loop one, but I had fun. It may have been a little too hard for a family event, though."

Results

OVERALL (Two loops): 1. Rick Daniel (Hus); 2. Jim Bollingmo (Yam); 3. Randy Pretzer (Yam); 4. Dean McCoy (KTM); 5. Frank Underlin; 6. Scott Crawford (Yam); 7. George Hamill (KTM); 8. Grant Palenske (Hon); 9. Willy Kennedy (Hus); 10. Donnie Simone (Kaw).

OVERALL (One Loop): 1. Marc Dion (Yam); 2. Alpha Alpha Hapner (Yam); 3. Rusty Deisbeck (Hon); 4. Rick Knox (Yam); 5. Richard Rudshager (Hon).

Thompson hails at Snowflake 100

By Daryl Drake

HEBER, AZ, AUG. 31

Husky rider Jim Thompson Jr. streaked through 136 miles of mud and slop to take the overall and Open Expert wins at the Arizona Desert Racing Association's 11th Annual Snowflake/Heber 100.

Turning in a time of 3:45:26 aboard his Bill Thomas Husqvarna 400, Thompson averaged 38.33 mph. "I almost ate it on the last lap," Thompson said. "I got out of shape off one of the water bars and went between two trees that were really tight. I think I bent both sides of the handlebars back."

Not quite two minutes back was Jeff "Hollywood" Darland for second overall and Open Expert.

Off the start, Darland grabbed the holeshot but Garth Sweetland kept the wick open longer and was first at the first turn. Darland then regained the lead as Sweetland experienced the first in a race-long series of chain derailments. Darland stayed out front for much of the first lap until an overshot turn let Thompson move out front and build up a 40-second lead by the home check.

Then the sky really opened up. The ground was already saturated by heavy rains before the race and the water had nowhere to go as the racers battled wind, rain and hail.

Darland moved out front again on the beginning of lap two but Thompson put his Broomfield, Colorado-bred mud technique to good use and Darland had a minor get-off which put Thompson 1:56 ahead at the end of lap two. Meanwhile, points leader Mike Powers had some major troubles on the second lap and fell back to seventh after a front five first lap.

On the final two laps Darland started catching Thompson but couldn't make up the margin. Motocrosser Tom Witt was third overall and Open Expert, 24 minutes behind Thompson but holding off Sweetland who finished fourth.

Sweetland is now tied for the series points lead, however, since Powers parked on his third lap to rack up his second consecutive DNF. Five minutes behind Sweetland, Pat Duncan was fifth overall to make it an Open class sweep. The 250cc Expert winner was Gary Tuffin who finished sixth after a five month absence from the circuit.

Five minutes back, second 250cc Expert Jim Dunlap was close for two laps while early leader Drey Dircks was sidelined with chain troubles.

Open Experts Jim Maxwell and

Pat Prosser finished eighth and ninth while Premier KTM's Bob Tod took the 10th spot and the 200cc Expert win after hiking back to the pits for a new chain and taking a total of 6:17:36 to finish.

Results

WOMEN: 1. Angie Klaja (Hon).

MINI 60: 1. Richie Church (Hon); 2. Chris Freedman (Hon); 3. Clay Romo (Kaw).

MINI BEG: 1. Matt Slaughter (Suz); 2. Damon Ramsey (Kaw); 3. Michael Chlarson (Hon).

MINI NOV: 1. Merlen Slaughter; 2. Jeff Kraus (Hon); 3. Brandon Beggs (KTM).

MINI AM: 1. Denis Hildebrand (KTM); 2. Randy Toy (KTM); 3. Allen May (Kaw).

200 BEG: 1. Frankie Prince (Kaw); 2. Art Garcia (Hon); 3. Chris Hoffarth (Kaw).

200 NOV: 1. Bob Kinnaman (KTM); 2. Bryan Bruning (Yam); 3. David Stewart (Cag).

250 AM: 1. James Tott (KTM); 2. Allen Nelson (Kaw); 3. Bill Chambers (Suz).

250 NOV: 1. Stacey Miller (Yam); 2. Ted McHugh (Hon); 3. Mark Bergman (Hon).

250 EX: 1. Garry Tuffin (Hon); 2. Jim Dunlap (KTM).

250 BEG: 1. Gary Hoffman (Hon); 2. Ron Smith (Hon); 3. Mike Messer (Hon).

OPEN NOV: 1. Randy Putt (Hon); 2. Rob Meister (Hon); 3. Al Davis (Hon).

OPEN AM: 1. Roger Huffman (Hon); 2. Clint Stephan (Hon); 3. Mike Core (Hus).

OPEN EX: 1. Jim Thompson Jr. (Hus); 2. Jeff Darland (Hon); 3. Tom Witt (Hon).

30+ SR VET: 1. Mike LaBelle (Hon); 2. Dave Alexander (Hon); 3. Robert Chadwick (Hon).

38+ SR VET: 1. Dick Milani (Hon); 2. Steve Sample (KTM); 3. Dan Carapellese (Hon).

SR SPTSMM: 1. Doug Seitz (KTM); 2. Dan Fahey (Mai); 3. Rick Alexander (KTM).

DINO CLASSIC: 1. Dan Loeffler (Yam); 2. Dan Belisle (Hus).

DINO VINTAGE: 1. Mike Wadding (Yam); 2. Vince Thomas (Hus); 3. Phil Caldwell Jr. (Yam).

Oldenberg excels at Elko MX

By Rolfe Otterness

ELKO, MN, SEPT. 7

Jeff Oldenberg careened back into competition after recuperating from injuries, topping the 250cc Expert class at the latest edition of Moto Pro Racing's motocross.

Oldenberg's rival for the state 250cc championship Rich Pearson captured second overall for the day. David Tait took top points in the 125cc Expert class with Lee Irvine acing the Open class. Mike Atkinson captured both the Mini Pee Wee and the Mini Junior classes.

Oldenberg roosted away from the pack in the first 250cc moto and had a respectable lead by the end of the second lap. Tim Bernloehr moved into second early in the moto and held on for the duration. Rich Pearson closed on Bernloehr late in the moto and they had a good battle to the line; Dave Henry took fourth.

Chris Hughes motored out front as the second moto began. Oldenberg latched onto second and began to pressure Hughes for the lead. On the second lap he managed to get by at the end of the long straight along the pit fence. Hughes came under attack from Pearson next, and after two laps Pearson took over second. Finishing order at the conclusion of the moto was Oldenberg, Pearson, Hughes and Bernloehr.

The 125cc Expert class was very competitive with Pro riders Donny Schmit and Bruce Gates mixing it up with the District 23 Amateurs. Robbie Engstrom took first Amateur in the first moto with Tait second. Schmit quickly established a lead in the second moto with Brandon Hopkins and Engstrom following. Schmit dropped back to practice passing technique and Hopkins took command of the lead. Schmit moved up again later in the moto only to drop back once again allowing Hopkins the win. Gates and Tait filled the third and fourth places at the flag.

Results

WOODSLTWT: 1. Chad Reinhart; 2. Mark Igoe; 3. Bill Smivanich.

WOODS HVTWT: 1. William Peterson; 2. Mark Smilanich; 3. David Wakefield.

MINI PEE WEE: 1. Mike Atkinson (Kaw); 2. James Povolny (Kaw); 3. Craig Cunningham (Kaw).

MINI JR: 1. Mike Atkinson (Kaw); 2. Aaron Carl-

son (Kaw); 3. Chris Staige (Yam).
 MINI 12-13: 1. Pat Donaho (Hon); 2. Brandon Backes (Kaw); 3. Chad Cunningham (Kaw).
 MINI 14-15: 1. Robbie Engstrom (Kaw); 2. Mike Wagner (Kaw); 3. James Fuller (Hon).
 SR B: 1. Doug Stacklie (Yam); 2. Jerry Schulze (Yam); 3. Paul Bloyer (Hus).
 SR A: 1. Craig Rutschow (Kaw); 2. Paul Holland (Hon); 3. Rudy Stark (Yam).
 SR OVER 40: 1. Jerry Becker (Hon); 2. Roger Niedzielski (Hon); 3. Richard Peterson (Hus).
 125 B DIV 1: 1. Cory Koehnle (Hon); 2. Chris Christensen (Kaw); 3. Todd Knutson (Kaw).
 125 B DIV 2: 1. Rosa Wareberg (Kaw); 2. Troy Johnson (Hon); 3. James Sievers.
 125 A: 1. Clint Skoglund (Hon); 2. Marc Washburn (Yam); 3. John Getz (Hon).
 125 EX: 1. David Tait (Hon); 2. Brandon Hopkins (Kaw); 3. Richard Burns (Kaw).
 250 B: 1. Brian Perreault (Hon); 2. Richard Patton (Yam); 3. Paul Hauck (Hon).
 250 A: 1. Pat Riley (Yam); 2. Rodney Fern (Yam); 3. Steve Zwinger (Yam).
 250 EX: 1. Jeff Oldenberg (Yam); 2. Rich Pearson (Hon); 3. Tim Bernloehr (Hon).
 OPEN B: 1. William Peterson (Yam); 2. David Becker (Yam); 3. Earl Kimsey (Hon).
 OPEN A: 1. Mike McNeil (Yam); 2. Mike Prudhomme (Hon); 3. John Jones (Hon).
 OPEN EX: 1. Lee Irvine (Hon); 2. Kirk Anderson (M-S); 3. Mike Nate (Yam).

McCormick styles at Delta Park MX

By Derryl Anderson

PORTLAND, OR, SEPT. 4

Jammin' Jason McCormick took his Kawasaki to a 2-1 finish and claimed the overall in the Mini B class of the motocross held tonight at Portland's Delta Park.

In moto one it was Adam West getting the holeshot ahead of Travis Markell, McCormick, Richard Browning, Marlin Hanson, Glendel Hanson and Larry Kopp Jr. Within a lap Markell battled his way past West. Markell, West and McCormick put on a show while half pushing each other to the limit as they went out to a 50-yard lead on the others. All positions remained the same and at the checkered flag the order went to Markell, McCormick, West, Browning, M. Hanson, G. Hanson and Kopp.

Markell got the scratch in the final moto followed by McCormick, West, Browning and the others. On lap two McCormick took his (O'Neil/Scott/PBI/Eastside MC) Kawasaki into the lead for good. This time Markell and West chased the little speedster to the finish. At the flag it was McCormick, Markell, West, Browning, M. Hanson, G. Hanson and Kopp.

In the 250cc B class it was Mike Kates getting the scratch over Kevin McCarthy, Kurt Stevens, Keith DiBrino and the others. On lap two Stevens moved up a notch as did Jeff Miles a lap later. Lap four saw Tim Parker have a problem as he went down a lap. Meanwhile, Kates was looking good out front. At the finish it was Kates, Stevens, Miles, George Fortin, McCarthy and the others.

In moto two Kates got the holeshot and went wire-to-wire. Behind him in order was Stevens, DiBrino, Miles, McCarthy, Parker, Andrew Thompson and Fortin. Miles moved up a notch on lap two and Fortin did the same a lap later. By lap five Fortin worked his way up to fourth. The finishing order was now set. It went Kates, Stevens, Miles, Fortin, DiBrino, McCarthy, Parker and Thompson.

Results

WEE PEE WEE: 1. Kevin Eakin (Hon); 2. Robert Holtgrew (Yam); 3. Rick Grigsby (Hon).
 PEE WEE SR: 1. Jason McCormick (Kaw); 2. Cory Fuller (Kaw); 3. Destry Scott (Kaw).
 PEE WEE JR: 1. Eric Burkinshaw (Kaw); 2. Kevin Eakin (Hon); 3. Todd Kibble (Kaw).
 MINI B: 1. Jason McCormick (Kaw); 2. Travis Markell (Yam); 3. Adam West (Yam).
 MINI C: 1. Ryan Anderson (Kaw); 2. Rian Gant (Yam); 3. Troy Kibble (Kaw).
 125 B: 1. Dana Anderson (Hon); 2. Darren Rogers (Hon); 3. Ed Jensen (Hon).
 125 C: 1. Troy Hutson (Hon); 2. Ken Fuller (Kaw); 3. Cheyenne Hardin (Kaw).
 250 B: 1. Mike Kates (Suz); 2. Kurt Stevens (Hon); 3. Jeff Miles (Yam).
 250 C: 1. Ty Repman (Hon); 2. David Lorenz (Kaw); 3. Ben Wagenman (Hon).
 OPEN B: 1. Tom Vielle (Hon); 2. Pat Jordan (Hon); 3. Scott Bergren (Hon).
 OPEN C: 1. Mike Lengacher (Hon); 2. David Williams (Yam); 3. Hugh Fitzgerald (Yam).

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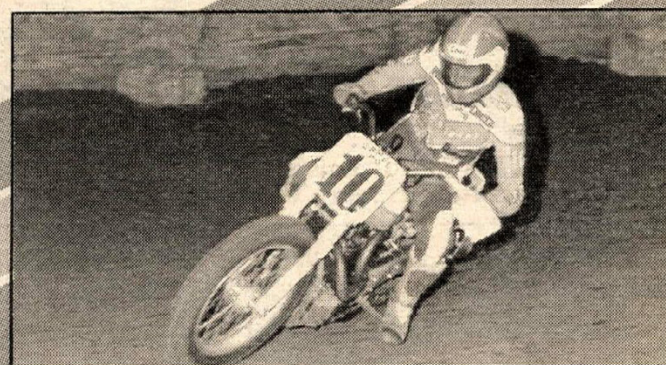
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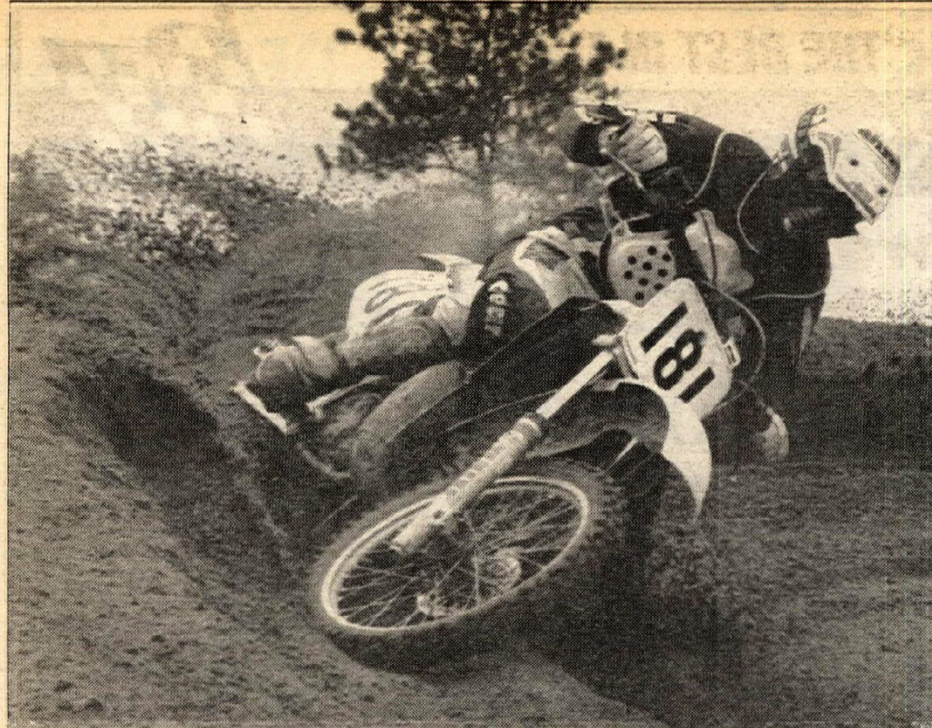


PHOTO BY HENRY MULLER

Vann Gibson captured the 250cc A class win via a 2-1 tally at Sandhill motocross in Chesterfield, South Carolina.



Round one of the Western USA MX Championship came to Perris, California, and saw riders from the NMA do battle with those from CRC.



PHOTO BY DERRYL ANDERSON

Mike Chase flies his Honda to a second place overall in the 250cc Pro class at Delta Park MX in Portland, Oregon.

OTH A: 1. Dave Eakin (Hon); 2. Ray Grossaint (Hon); 3. Parry Lawson (Hon).
OTH B: 1. Gary Eaves (Hon); 2. Milt Harden (Suz).
OTH C: 1. Chris Morris (Hon); 2. Kevin McCarthy (Yam).
OT EX: 1. Jim Lamkin (Hon).
OT NOV: 1. William Woods (Kaw).
125 PRO: 1. Grayson Hart (Kaw); 2. Ernest Roberts (Suz); 3. Kenny Olsen (Kaw).
250 PRO: 1. John Foeckler Jr. (Hon); 2. Mike Chase (Hon); 3. Dennis Sweeten (Kaw).

Lunnell zaps 'em at Perris MX

By David Procida
PERRIS, CA, SEPT. 7

NMA rider J.J. Lunnell came from Arizona to race in round one of the Western USA MX Championship and, after a battle with CRC's Bubba Erickson, took home the wins in the 80cc Expert classes.

Both riders were on Kawasakis as they tore up the track while running both Stock and Modified classes. The pair swapped moto finishes, but when

it counted it was Lunnell as he took both overall wins.

In the 60cc (9-11) class, Scott Gray grabbed the holeshot and held on to the lead for the first two laps before Mike Metzger and Brian Teets passed. Gray held on for third. In the second moto, Metzger again pulled off the win with Teets in second while Gray had traffic problems and settled for third.

In the 80 Beginner Stock class Sean Gray came out of the gate second in the first moto, but faded back in the pack as Chuck Kinne took the win. Marc Bunch and Greg Schnell battled for second with Bunch getting the edge at the finish. In the second moto it was again Kinne with Teets taking second with Schnell third.

Results

PEE WEE B: 1. Matthew Pickering (Yam); 2. Jerry Aleman (Yam); 3. Frankie Navarro (Yam).
PEE WEE A: 1. Robby Hammond (Yam).
60 6-8: 1. Jerry Aleman (Kaw).
60 9-11: 1. Mike Metzger (Kaw); 2. Brian Teets (Kaw); 3. Scott Gray (Kaw).
80 STK BEG: 1. Chuck Kinne (Kaw); 2. Greg Schnell (Kaw); 3. Marc Bunch (Kaw).
80 STK NOV: 1. Louie Romo (Yam); 2. Jeremy McGrath (Yam); 3. Ty Baker (Hon).

80 STK INT: 1. Dustin Evans; 2. Jeff Grafton (Yam); 3. Joel Albrecht (Kaw).
80 STK EX: 1. J.J. Lunnell (Kaw); 2. Bubba Erickson (Kaw).
80 MOD BEG: 1. Shawn Howard (Yam); 2. Brandon Mastrippoko (Kaw); 3. Damon Kemp (Yam).
80 MOD NOV: 1. Louie Romo (Yam); 2. Jeremy McGrath (Yam); 3. Ty Baber (Hon).
80 MOD INT: 1. Jeff Grafton (Yam); 2. Joel Albrecht (Kaw); 3. Dustin Evans.
80 MOD EX: 1. J.J. Lunnell (Kaw); 2. Bubba Erickson (Kaw).

Trio blasts Sandhill MX

By Henry Muller

CHESTERFIELD, SC, AUG. 31
Mike Parker, Vann Gibson and Tim Terry collected the 125cc, 250cc and Open A wins, respectively, in round two of the AMA District 29 Fall MX Series at Sandhill Cycle Park. Three riders kept their win streaks going as Parker, Eddie Almond and Mike Privette swept their classes for the second week running.

O'Neil's Parker led Larry Andrews to the flag in both 125cc A motos and was on his way to cleaning up the 250cc A class when he fell on the last lap. "A lapped rider was trying to race me and fell in my line," said Parker. Vann Gibson scurried past and in the process locked up the overall win. Parker's third place finish behind Gibson and Mike Pierce was good for second overall.

Iron Horse M/C-sponsored Mike Privette out-paced the Open Amateur class with a double moto win over KTM-mounted Tim Huffman with Dan Gregory a close third.

Georgia's Eddie Almond was pressured by Senior class winner David Heath in the second 250cc B moto but Almond held strong for the win over Heath and Eric Rogers.

Scott/MX Fox-sponsored Damon Bradshaw and Barr's Kevin Walker left the line in a blaze in both 125cc B motos, with Walker keeping Bradshaw honest in moto two for a close second. Bobby Houser went 3-3 for third overall ahead of Lonnie Taylor and Tim Langdon.

Jonathon Trull topped 250cc C class points leader Steve Thompson for the overall win with Chris Lindley third over Darren Carson.

Shane Kennedy used a 1-3 moto score to top Midway Yamaha's Kevin Holder for the 125cc Schoolboy win with Scott Lorick, Tracy Langdon and Ned Blackwelder rounding out the top five.

Georgia riders William Mutimer and Trey Phillips ran 1-2 in both Senior Mini motos with Tracey Bar-

nett's 4-4 tally earning third overall over Patrick Slate.

The first Junior Mini moto saw Carl Fogle getting a good drive off the line only to dump his Yamaha in the first turn, giving Jeff Hensley the lead over Patrick Greer and James Hardy. Fogle recovered and stormed back to take the lead and win from Hinsley with Tilden Styron working his way to third over Patrick Ashworth.

Moto two was all Fogle's as he ran off with the win over Hensley and Hardy. Ashworth was once again fourth for third overall ahead of Styron and Hardy.

Chuck Shirley had his hands full in the Pee Wee class with Zac Bradshaw applying the pressure in both motos. Series point leader Richie Horton took a safe third over Danny Rich.

Results

PEE WEE: 1. Chuck Shirley (Kaw); 2. Zac Bradshaw (Kaw); 3. Richie Horton (Kaw).
JR MINI: 1. Carl Fogle (Yam); 2. Jeff Hensley (Hon); 3. Patrick Shaworth (Yam).
SR MINI: 1. William Mutimer (Kaw); 2. Trey Phillips (Kaw); 3. Tracey Barnett (Kaw).
125 SCHOOLBOY: 1. Shane Kennedy (Yam); 2. Kevin Holder (Yam); 3. Scott Lorick (Yam).
125 C: 1. Mike Fraylick (Yam); 2. Tom Conley (Suz); 3. John Balogn (Kaw).
250 C: 1. Jonathon Trull (Hon); 2. Steve Thompson (Hon); 3. Chris Lindley (Suz).
125 B: 1. Damon Bradshaw (Yam); 2. Kevin Walker (Yam); 3. Bobby Houser (Hon).
250 B: 1. Eddie Almond (Kaw); 2. David Heath (Hon); 3. Eric Rogers (Kaw).
OPEN AM: 1. Mike Privette (Hon); 2. Tim Huffman (KTM); 3. Dan Gregory (Yam).
SR: 1. David Heath (Hon); 2. George Chason (Yam); 3. Jeff Carter (Kaw).
125 A: 1. Mike Parker (Kaw); 2. Larry Andrews (Suz); 3. David McGuyrt (Yam).
250 A: 1. Vann Gibson (Yam); 2. Mike Parker (Kaw); 3. Mike Pierce (Yam).
OPEN A: 1. Tim Terry (Hon); 2. Gerald Greene (Yam); 3. Kevin Williams (Hon).

Saum wins at Officer's Trial

By Daryl Drake

CLINT WELL, AZ, AUG. 30-31

Yamaha rider Andy Saum held off a late challenge by Todd Roper to take the Expert win at Central Arizona Trials, Inc.'s '86-'87 season opener; the two day Officer's Trial.

Day one found Saum on top with a score of 13 with Todd Roper second at 19. Then came Keith Roper at 34, Saum turned in a 37, Jones was third at 45. Alsworth scored a 53 and Roper was fifth with a 58.

When the scores were tallied, Saum took the win at 50, Todd Roper was second at 53, Jones was next at 75, Keith Roper at 86 and Alsworth fifth at 88.

Advanced class action saw Mike Carlton lead both days to win with a 132, Bob Till chased and held second at 144. Mike Meschede, Jerry Tate and Mark Hitechew traded positions each day and it was Tate, Hitechew and Meschede at the finish.

In the Intermediate ranks, Shane Weckerly was way out front on day one to hold off Mark Makarov for the win despite the latter's better showing on day two. Don Gard had a bad second outing to fall to third while Jim Hunter moved up from sixth to fourth. Pat Fox was fifth.

John Lenon was the only Senior Intermediate to make it through both days for the win. Novices Kurt Roll and Sam Martin were tied after the first day behind Bob Stanley, but day two saw Roll score the win ahead of Martin and Stanley.

Jeff Seifert and Doug Geshel were tied for fourth at day one's conclusion with Seifert fourth at the finish ahead of Geshel. Senior Novices Mike Vanaman and John Collins traded the best score each day. Vanaman took the win and Steve Hell was third and last finisher.

Junior trialing was won both days by Jimmy Collins over Lee Pennington, Kenny Bridges and Tom Estew.

Results

EX: 1. Andy Saum, (50); 2. Todd Roper (53); 3. Greg Jones (75).
ADV: 1. Mike Carlton (132); 2. Bob Till (144); 3. Jerry Tate (168).
INT: 1. Shane Weckerly (52); 2. Mark Makarov (65); 3. Don Gard (78).
SR INT: 1. John Lenon (90); 2. Bob Reese.
NOV: 1. Kurt Roll (32); 2. Sam Martin (35); 3. Robert Stanley (40).
SR NOV: 1. Mick Vanaman (15); 2. John Collins (32); 3. Steve Hell (73).
JR: 1. Jimmy Collins (110); 2. Lee Pennington (121); 3. Kenny Bridges (175).

Cartwright walks away with Creek County ST

By Scott Thompson

KELLYVILLE, OK, SEPT. 13

Tim Cartwright walked away with the Open Expert feature at Emmett Hahn's eighth-mile Creek County Speedway. With perennial speedsters David Copeland and Willie Bewley missing, the race seemed open for surprises as to who would cash in.

Keith Case was first to turn one, but Brian Isbell was leading at the end of lap one. Isbell's bike lost power, giving the lead to Cartwright. Case, Todd Reynolds, Lee McAnally and the malfunctioning bike of Isbell followed.

Mike Hoel led the entire distance in the Open Amateur feature, leaving the battles to the back of the pack. In fact, that is where the only passing occurred. Ray Arnold and Denny Sowders passed Brian Wedlake on the fourth circuit for fifth and sixth.

Billy McLaughlin doubled again this week, riding his 60cc Kawasaki to wins in both the 60cc and 125cc Amateur classes. Eddie Boback passed Carl Nickell on the last lap only to have Nickell return the favor in the 250cc Amateur class.

Ricky "Showboat" Walker rode his Honda of Tulsa-prepared machine to an easy victory over Mike Hoel and Curt Rogers in the 80cc division.

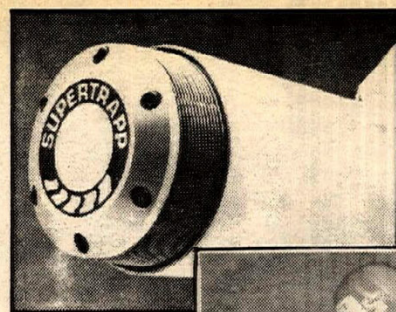
Results

60 YTH: 1. McLaughlin (Kaw); 2. Tim Case (Yam); 3. Brian Wedlake (Kaw).
80 YTH: 1. Walker (Hon); 2. Hoel (Kaw); 3. Rogers (Yam).
125 AM: 1. McLaughlin (Kaw); 2. James Meadors (Yam); 3. Shane Duke (Yam).
250 AM: 1. Nickell (Yam); 2. Boback (Kaw); 3. Brian Wedlake (Bul).
OPEN AM: 1. Hoel (Yam); 2. Boback (Kaw); 3. Nickell (Yam).
250 EX: 1. T. Cartwright (Kaw); 2. Alan Rogers (Kaw).
OPEN EX: 1. Cartwright (Kaw); 2. Case (Hon); 3. Reynolds (Hon).

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'86 KX125	1485 Demo		\$1399.00
'86 KX125	4865 Demo		\$1399.00
'86 KX125	1472 Demo		\$1099.00
'86 KX125	1490 Demo		\$1099.00
'86 KX125	1470 Demo		\$1099.00
'86 KX125	1486 Demo		\$1099.00
'84 KX250	2942 Good		\$1099.00
'85 KX250	1283 Demo		\$1199.00
'85 KX250	3446 New		\$1499.00
'85 KX250	3450 New		\$1499.00
'86 KX250	5064 Good		\$1299.00
'86 KX250	5084 Demo		\$1399.00
'86 KX250	5065 Demo		\$1399.00
'86 KX250	5060 Demo		\$1399.00
'86 KX250	5048 Demo		\$1299.00
'86 KX250	7237 Demo		\$1699.00
'86 KX250	5126 Demo		\$1699.00
'85 KX500	1462 New		\$1799.00
'86 KX500	2176 Demo		\$1599.00
'86 KX500	2182 Demo		\$1599.00
'86 KX500	2180 Good		\$1499.00
'85 KX500	0193 Fair		\$999.00
'85 KX500	0216 Fair		\$999.00
'85 KX500	0183 Fair		\$999.00
'84 KDX200	4059 Fair		\$799.00
'85 KDX200	8813 Fair		\$899.00
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Dick "Bugsy" Mann piloted his BSA to the Old Timer Expert win at round three of the CVRG Historic MX Series in Steamboat Springs, Colorado.

Lipscomb wins Lawrence ST

By Steven E. Smith

LAWRENCEBURG, IN, SEPT. 12
Dave "The Lipp" Lipscomb did it right in Pro-Am racing this week as he finished on top in a feature that required three-restarts. Lipscomb managed to keep last week's winner Grady Phillips behind him and riding a hard third was a new rider to the track, Rick Giovannetti.

Phil Palmer took his usual place out front in the 80cc and 125cc classes, leaving the competition to fight it out for second and third.

Indianapolis rider Dan Dotson took second in the 80cc class, holding back Tony Rosemeyer.

Pat Benrle of Cincinnati took up the slack, finishing second in the 125cc category while Tim Gayle pulled up third.

In the 250cc action, Phillips came back to repeat himself with another win. Gayle refused to give and made Grady earn his victory as he took second. Benrle was third.

The Open class is another chance for many of the same hot shoes from the Pro-Am to show their stuff and Phillips has been showing his out front in the Open more than any other this year. Second went to Phil Jones. He and his brother Enire Jones both had their troubles with track conditions this week. Lipscomb hung around for a third spot finish.

Open B class is for riders who are trying their wings before moving up with the experienced riders, but the intensity and determination is apparent as they ride hard for the wire.

Keith Vanessen rode out front keeping Lawrenceburg rider George Collins in second. Mike Farmer finished third.

Results

80: 1. Phil Palmer (Hon); 2. Dan Dotson (Hon); 3. Toney Rosemeyer (Suz).

125: 1. Phil Palmer (Hon); 2. Pat Benrle (Hon); 3. Tim Gayle (Suz).

250: 1. Grady Phillips (Bul); 2. Tim Gayle (Suz); 3. Pat Behrle (Hon).

PRO-AM: 1. David Lipscomb (Rtx); 2. Grady Phillips (Hon); 3. Rick Giovannetti (P-A).

OPEN A: 1. Grady Phillips (Hon); 2. Phil Jones (Rtx); 3. David Lipscomb (Rtx).

OPEN B: 1. Keith Vanessen (Yam); 2. George Collins (Yam); 3. Mike Farmer (Yam).

Mann handles Steamboat Springs Vintage MX

By Michael Green

STEAMBOAT SPRINGS, CO., SEPT. 5

Two-time AMA Grand National Champion Dick "Bugsy" Mann won the Old Timers Expert class by sweeping both of the combined Vet (over 30) and Old Timers (over 40) motos at round three of the CVRG Historic MX Championship Series at Steamboat Springs.

Mann had arrived at the ski resort town a week prior to the races to lay out the natural terrain course that was just under 1.5 miles long.

Joining Mann on the starting line for the Old Timers/Vet motos were Jim McClinton and his 500 CCM and Jim Keaton aboard a CZ 400.

Mann led both motos all the way with his only real competition coming from McClinton and Keaton.

While Mann was doing his thing out front, CVRG treasurer Fred Mork was topping Lee Parker and Ernie Stair in the Old Timers Amateur class.

In the Vet Amateur class it was another three-rider battle, with Kansas rider Tom Bridges, Rick Nabors and John Ford dicing all the way. Bridges came out on top.

Cycle News advertising manager Terry Pratt was in Colorado for a bit of vacation and some vintage racing. Pratt had the only Pre-Unit Twin entered and thus took top honors with his BSA Rocket Goldstar despite crashing in the early going.

The oldest machine on the track was a 1937 Triumph 350 in the hands of Canadian Dennis Mitchell who took second in the Pre-1965 Lightweight class behind Jim Keaton's CZ.

Round four of the CVRG Historic MX Series is being hosted by Dick Mann on October 19 at Sandhill Ranch near Brentwood, California.

Results

OT EX: 1. Dick Mann (BSA); 2. Jim McClinton (CCM); 3. Jim Keaton (CZ).

OT AM: 1. Fred Mork (CZ); 2. Lee Parker (Yam); 3. Ernie Stair (Tri).

OT NOV: 1. Gordon Heth (CZ); 2. Terry Pratt (BSA).
VET EX: 1. John Sawaski (Hus); 2. Don Riggle (CZ); 3. Gary Davis (Hus).
VET AM: 1. Tom Bridges (CZ); 2. Rick Nabors (CZ); 3. John Ford (Tri).
VET NOV: 1. Chris Johnson (CZ); 2. John McCoy (Hus).
BIG TWINS UNIT: 1. John Ford (Tri).
BIG TWINS PRE-UNIT: 1. Terry Pratt (BSA).
PRE-1965 L/W: 1. Jim Keaton (CZ); 2. Dennis Mitchell (Tri); 3. Rick Nabors (CZ).
OPEN AM: 1. Eric Hansen (BSA); 2. Ernie Stair (Tri).
OPEN EX: 1. Jessy Wessells (Mai); 2. John Sawaski (Hus); 3. Tom Mitas (CZ).
125 EX: 1. Davy Sturat (Pen); 2. John Sawaski (Sac); 3. Jim Keaton (Hus).
250 EX: 1. Gary Rabe (Hus); 2. Jessy Wessells (Mai); 3. Jim Keaton (CZ).
250 AM: 1. Bill Patton (Mai); 2. Peter Cruttenden (Oss); 3. Rick Nabors (CZ).
250 NOV: 1. John Hartley (Hon); 2. Jan Heschoeller (Bul).
125 NOV: 1. Tom Dixon (Hus).

Antique M.C. of America Davenport National

By Leo Levis

DAVENPORT, IA, SEPT. 5-7

In September antique motorcycle enthusiasts head to Iowa for the national meet hosted by the Chief Blackhawk Chapter AMC. The flea market is always in full swing and looks like there's no room left for vendors by midday on Friday, and this year the flea market was moved to the large field in front of the race track so room wouldn't be a problem. Sales were reported on a number of complete ready-to-ride motorcycles as well as the always numerous parts sales.

Saturday morning dawned overcast and cool while still more vendors arrived to peddle their wares. By field meet time sweatshirts and jackets had replaced t-shirts for all but the hardiest souls or those who forgot to pack any cool weather clothes. Davenport bills its field meet as a motorcycle olympics and calls the first contest the high jump. The object of this event is to see how many times the contestant can start and stop his machine in 60 seconds. Believe it or not, the problem with many of these machines is to get them to stop. Randy Zorn won the high jump by starting and stopping his 1936 Indian Four 36 times! That works out to 1.666 seconds per start and stop. The second event was a pylon race won by George Willsloc on a 1952 Harley-Davidson K in 43 seconds. In the next event the competitors were given five bean bags to toss into a tire and after the first round, Indian Chief riders Don Olberg and Bob Skeffington were tied but Skeffington took it in a run off. The final event was the slow race run knockout fashion two at a time with Mike Hewitt ending up as the top eliminator on his 1948 Indian. Just as the field meet ended the rain started, sending most people to the evening banquet early.

By Sunday morning the sky had cleared as motorcycles lined up for the annual ride around Davenport with the sheriff and his men taking care of the traffic problem. Back at the fairgrounds motorcycles were lined up for judging — a job that gets harder each year. Following the presentation of awards the club began to serve the hog that they had been roasting all evening.

Results

ANTIQUE CLASS
BEST RESTORED 1: Michael Lange (1918 Henderson).

BEST RESTORED 2: Whit Hemingway (1917 Ind).

BEST RESTORED 3: Stark Leighty (1927 Ind).

MOST UNIQUE: Joe Koller (1909 Phoenix).

BEST RUNNING RESTORED: Paul Pearce (1917 Ind Model O).

BEST RUNNING UNRESTORED: Bill Patt (1929 Ind 101).

MOST ORIGINAL: Andy Batsleer (1924 Neracar).

LONGEST DIST: Woody Carson (1928 Ind 101-1923 miles).

OLDEST: Bob Winters (1907 Ind Single).

POST ANTIQUE CLASS
BEST RESTORED 1: Tom Pribyl (1935 Ind Chief).



Randy Zorn and his 1936 Indian Four at the Antique National in Iowa.

BEST RESTORED 2: Jim Anderson (1939 Ind Chief).
BEST RESTORED 3: Dean & Lavon Nance (1936 H-D EL).
MOST UNIQUE: Paul Gorrell (1943 Crosley 3-whl).
BEST RUNNING RESTORED: Bruce Lindsay (1938 H-D).
BEST RUNNING UNRESTORED: George Willis (Moto-Guzzi).
MOST ORIGINAL: Bill Leedom (1942 H-D).
LONGEST DIST: Craig Olson (1942 H-D-657 miles).
POST WAR CLASS
BEST RESTORED 1: John Jacobs (1947 Ind Chief).
BEST RESTORED 2: Kurt Michl (1953 BMW R68).
BEST RESTORED 3: Elmer Lower (1947 Ind Chief).
MOST UNIQUE: Ken Chieffo (1952 Sunbeam).
BEST RUNNING RESTORED: Les Joseph (1949 H-D).
BEST RUNNING UNRESTORED: Lee DeGrout (1953 Velocette).
MOST ORIGINAL: Willie Jensen (1948 Ind Chief).
LONGEST DIST: Willie Jensen (1948 Ind-410 miles).
COMPETITION CLASS
BEST RESTORED: John Phillips (1949 H-D-flat).
MOST ORIGINAL: Mel Thornton (1935 Ind Hill-climber).
POWER CYCLE CLASS
BEST RESTORED: Jim Miller (Salsbury Scooter).
MOST ORIGINAL: Bob Saar (Monark).
BEST RUNNING RESTORED: Ken Seyb (Whizzer).

Faria is Ventura Speedway champ

By Bill Locey

VENTURA, CA, SEPT. 16

The 16th season of speedway at Ventura ended much as it did last year as "Flyin' Mike" Faria won the 1986 Track Championship. In addition to winning the title for the third time in four years, Faria made it a sweep at the Commotion By The Ocean. He also was the track points leader and won the qualifier — 13 mains this year, all in all, not a bad record.

Faria, however, proved to be human — he actually lost a race. In his first ride, Faria was outgated by Ojai's Ed Castro and trailed the four lapper by four lengths. For Castro, it was revenge of sorts after a sick engine the week before allowed Faria to make up 40 yards on the last lap and take the Handicap main on the quarter mile track.

Faria came back with four solid gates to win the rest of his rides, good for 14 points. "Showtime" Bob Ott, back in the groove again, had 13. Nor-Cal hot guy Jimmy Sisemore had 12 and 1980 Ventura Track Champ Bobby Schwartz had 11.

Faria clinched it in his final ride as he dusted off 1981 Ventura Track Champion Steve Lucero. Bakersfield's Ken Berry, a much better Second Division rider than he was in Third Division, led the Division Two main from start-to-finish.

Results

C'SHIP: 1. Mike Faria; 2. Bob Ott; 3. Jim Sisemore.
 SECOND DIV: 1. Ken Berry; 2. Duane Blake; 3. Steve Furman.

PHOTO BY LEO LEVINS




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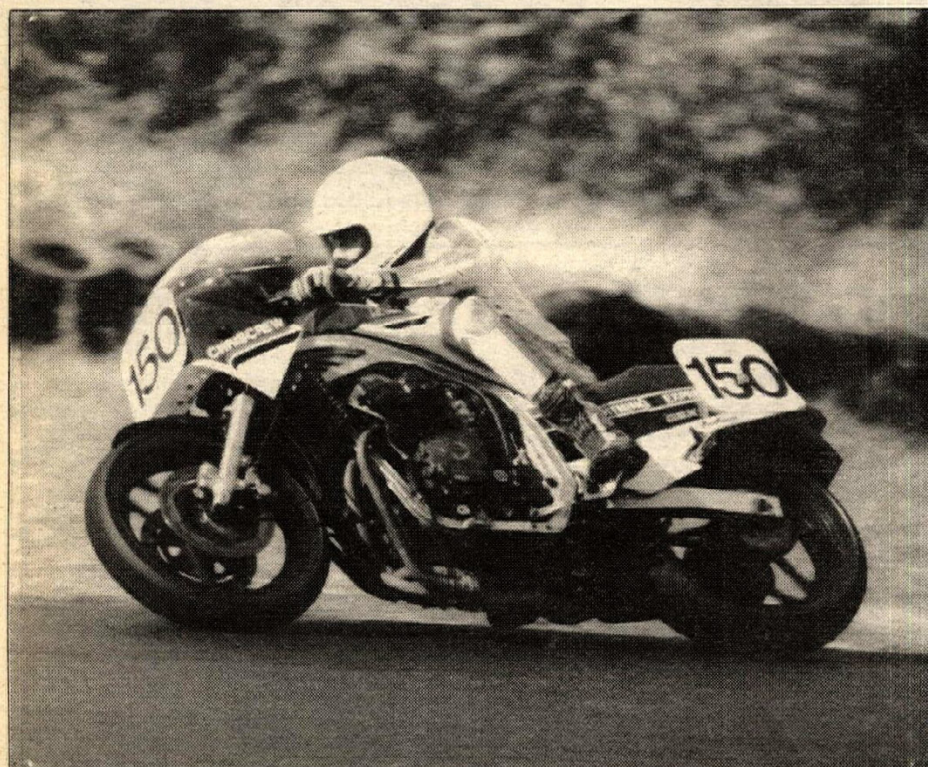
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Jon Agin rounds a corner during 250cc B action at the Braco Great Lakes Challenge in Terre Haute, Indiana.

PHOTO BY SUSAN WILLIAN

F-4: 1. Terry Yarger (Yam); 2. Pat Burman (Yam); 3. Dave Johnson (Hon).
 F-5: 1. John Kirk (Hon); 2. James Lerer (Yam); 3. John Taylor (Hon).
 F T-750: 1. Lee Steinmetz (Nor); 2. Art Chambers (Duc); 3. Eric Swartzfigure (Nor).
 F T-OPEN: 1. Bud Riddle (Yam); 2. David Troetschler (Mat); 3. Hugh Vanderford (Yam).
 OPEN SS: 1. Ralph Loera (Kaw); 2. Phil Kress (Kaw); 3. Ken MacNeill Jr. (Kaw).
 750 SS: 1. Bob Vangrin (Suz); 2. Pat Ryan (Suz); 3. Jeff Hagan (Suz).
 600 SS: 1. Glen Shopper (Kaw); 2. Tom Aquino (Yam); 3. Jon Hill (Yam).
 450 SS: 1. Jon Hill (Yam); 2. Blaine Ida (Yam); 3. David Colbert (Yam).
 OPEN MOD PROD: 1. Marty Siegle (Suz); 2. Charles Below (Suz); 3. Rick Liukkonen (Suz).
 750 MOD PROD: 1. Chris Crew (Suz); 2. Mike Edmonson (Suz); 3. Craig Seher (Yam).
 600 MOD PROD: 1. Jim Jepsen (Yam); 2. Eric Kondo (Yam); 3. Kevin Crowther (Yam).
 450 MOD PROD: 1. Mark McDaniel (Yam); 2. Brad Fairbanks (Yam); 3. Dan Dee (Yam).
 250 MOD PROD: 1. Denny Doherty (Kaw); 2. Keith Harris (Kaw); 3. David Pare (Kaw).
 OPEN STK PROD: 1. Marty Siegle (Suz); 2. Charles Below (Suz); 3. Rick Liukkonen (Suz).
 750 STK PROD: 1. Jeff Hagan (Suz); 2. Mike Edmonson (Suz); 3. Bob Vangrin (Suz).
 600 STK PROD: 1. Jim Jepsen (Yam); 2. Kevin Crowther (Kaw); 3. Eric Kondo (Yam).
 450 STK PROD: 1. Brad Fairbanks (Yam); 2. Dean Mizdal (Yam); 3. Daniel Dee (Yam).
 OVER 40: 1. Art Chambers (Duc); 2. Bud Riddle (Yam); 3. Richard Basford (Suz).
 VINT: 1. Craig McLean (Mat); 2. David Troetschler (Duc); 3. Bret Morshead (Duc).



Chris Crew won the 750cc Modified Production class on his Suzuki at Sears Point International Raceway in Sonoma, California.

PHOTO BY FLYIN' PAST PHOTOS

Jepsen takes two at Sears Point RR

By Roger Smith

SONOMA, CA, SEPT. 14

The AFM held another race at Sears Point International Raceway after a season of insurance problems. Jim Jepsen and his Yamaha, had no problem dominating the 600cc Modified Production and 600cc Stock classes.

The Modified class came first and Jepsen won the holeshot and was never threatened. But the pack of riders battling for second was where the action was. After the first lap, Kevin Crowther and Eric Kondo crossed the start line wheel-to-wheel, with Jeff Hoepfner, Matt McClurg and Todd Kimble close behind. Kondo got the upper hand on Crowther in turn six and refused Crowther's attempts to pass.

The race went on with Crowther stuck on Kondo's rear wheel, and a tight freight train less than a second behind Crowther. Skip Gatrell worked his way to the front of the freight train, but couldn't close on Crowther. After laps of trying, Crowther beat Kondo to the checkered flag by a few feet, only to have the pass taken away by a red flag due to a crash halfway around the track. The order from the

previous lap was the official finish: Jepsen won handily followed by Kondo, Crowther and Gatrell.

Jepsen ran away with the 600cc Stock class as well, but for Crowther it was a chance to get back the second place finish stolen from him earlier. Once the pack stretched out, Jepsen was out in front. Crowther, Kondo and Gatrell were in a knot a few seconds back. John Fryer, Kurt Mariner and Lindsay Thomas formed a second tight knot behind them. As they all closed in, in turn 11, Thomas found the magic line and came out in second place, closing on Jepsen. But Jepsen just turned up the wick to a 1.55 pace and moved away. Kondo found his way past Crowther and then Thomas, and after another lap it was Jepsen, Kondo, Crowther and Gatrell.

Crowther found himself at Kondo's rear wheel again but this time made his move earlier. He found his chance coming out of the esses and slipped past Kondo as they accelerated through turn nine. Kondo fought hard, pulling up to Crowther's rear wheel repeatedly, but at the checkered flag the order was Jepsen, Crowther and Kondo.

Results

OPEN GP: 1. Ken MacNeill Jr. (Kaw); 2. Phil Kress (Kaw); 3. Jay Grover (Suz).

F-1: 1. Pat Ryan (Suz); 2. Jeff Stern (Suz); 3. Vince Costa (Kaw).

F-2: 1. Wayne Montoya (Yam); 2. Lance Tilghman (Hon); 3. Gordon Hedemark (Hon).

Spangler grabs Salem MX win

By Peggy Adamic

SALEM, OH, SEPT. 7

Dale Spangler took the win in the 250cc/Open A class in Western Reserve MX action. The Kawasaki Team Green rider logged 2-1 moto finishes en route to his victory.

Yamaha Support rider Fred Andrews and Spangler raced to the first turn with Andrews getting the edge through the second turn. The two riders rode 1-2 for the entire seven-lap moto with Spangler keeping within two seconds of Andrews.

In the second moto, Mike Boggia and Spangler were first through the first turn, while Andrews was picking himself up off the ground due to a collision with Dave Hand. Spangler passed Boggia and quickly worked up a four-second lead, while Andrews and Hand began their climb to the front of the pack. Spangler continued to increase his lead with each lap, finishing the race with a comfortable 20-second lead. Hand moved through the pack of riders to take second from Boggia with only a half of a lap to the checkered flag. Andrews lost time when he tangled with Art Jackson and had more trouble when he and Jeff McCune bumped tires and bars in the fight for fourth, a battle won by Andrews.

Rick Boepple and John Diezic each took one of the 250cc C moto wins but Boepple took the overall, finishing 2-1 to Diezic's 1-4 moto finishes. Boepple stormed through the first turn with Henry Havenstein, Bob Harrington and Diezic behind. Diezic and Harrington changed places with Diezic routing his Kawasaki around Havenstein and setting his sights on Boepple. The two front runners rode tire-to-tire until Diezic overtook the lead. Boepple finished second followed by Havenstein, Harrington and Jeff Kadas.

Mike Williams grabbed the holeshot to start the second moto with Boepple at his side. Williams edged out Boepple in the second turn for the lead with Harrington and Havenstein following in third and fourth. Boepple took over the lead by the start of the third lap with Diezic taking fourth from Havenstein. Three seconds separated Boepple from the three riders behind as Williams, Harrington and Diezic rode the final lap less than a bike length apart from each other and jammed together in the final turn with each rider holding their position to the checkered flag.

Results

50: 1. Chaz Arnfield (Yam); 2. Karl Scott (Yam); 3. Jesse Atkinson (Yam).
 60: 1. Frankie Bitner (Kaw); 2. David Borris (Hon); 3. Brock Sellards (Kaw).
 80 (7-11): 1. Ben Fraley (Suz); 2. Mike Baker (Yam); 3. Jason Myers (Yam).
 80 (12-15): 1. Mike Cain (Yam); 2. Mike Howell (Kaw); 3. Tim Boca (Kaw).
 125 A: 1. Fred Andrews (Yam); 2. Dale Spangler (Kaw); 3. Joe Maurer (Kaw).
 125 B: 1. Marcus Sellards (Hon); 2. Keith Pery (Kaw); 3. Dave Speigle (Kaw).
 125 C: 1. Bill Penick (Yam); 2. Bryan Jones (Kaw); 3. Chuck Adamis (Hon).
 125 SB: 1. Marcus Sellards (Hon); 2. Bryan Jones (Kaw); 3. Dave Speigle (Kaw).
 OPEN A: 1. Dale Spangler (Kaw); 2. Dave Hand (Hon); 3. Fred Andrews (Yam).
 250 B: 1. Brian Doran (Hon); 2. Tim Pizzute (Suz); 3. Jim Deutsch (Kaw).
 250 C: 1. Rick Boepple (Hus); 2. John Diezic (Kaw); 3. Bob Harrington (Yam).
 OPEN B: 1. "Biff" Brodner (KTM); 2. Dave Sulecki (Hon); 3. Dave Cox (Hon).
 SR 1: 1. Todd Ervin (Hon); 2. Harold Dahringer (Kaw); 3. Mike Williams (Yam).
 SR 2: 1. Larry Myers (M-S); 2. Phil Andrews (Hon); 3. Tom Ashton (Hon).

Agin wins Great Lakes MX

By Susan Willian

TERRE HAUTE, IN, SEPT. 7

Pepsi/MJ Racing's Jon Agin executed a pair of moto wins in the 250cc B to attain the overall win in round two of the Braco Great Lakes Challenge.

In moto one, Agin was unchallenged as he guided his machine around the well-designed course. Moto two saw a different scenario as Agin was last off the gate. Richard Witzke was the early leader followed by Mark Schaaf and Stan Roahrig. But it didn't take long for Agin to move through the pack. By the end of lap one, Agin was up to second and then he made a bid for Witzke in the air to take over the lead for the win. Witzke, who had a DNF in moto one, finished second while Cullen Page took third after a second place ride in moto one.

The 100-125cc Lightweight class was restarted after a rider took a hard crash. The restart saw Yamaha/Dynamic Racing's Miek LaRocco holding his own in front with Jeff Beckington, Downer's Grove Yamaha riders Jim Randa and Mike Roth playing catch-up. Roth closed in on Randa and went by as Randa fought back.

LaRocco stretched out a comfortable lead with Beckington second as riders battled for the third spot. Beckman-Kawasaki's Billy Fosnock moved in on Roth. Fosnock took the inside to move by Roth, but went down allowing Roth to pull away in third.

Beckington wired the start in moto two with John Sier, LaRocco and Fosnock following. Fosnock hit the rear tire of LaRocco to go down on lap one. LaRocco moved by Sier to go after Beckington as the two raced for the lead. LaRocco eventually took the lead and stretched it out for the win. Beckington filed through for second with Roth claiming third.

Ohio's Scott Paul took the lead in the first moto of the 250cc-Open Heavyweight class with LaRocco, Danny Umbarger, Fosnock and Bobby Wagner storming from behind. Lap two saw LaRocco take the lead by making a midair pass around Paul. Fosnock moved into third to zoom by Paul as Wagner closed in. Paul crashed moving Wagner to third while LaRocco grasped the win followed by Fosnock. LaRocco dominated the second moto with Fosnock going for another second.

Results

AUTO: 1. Joshua Hatfield (Yam); 2. Boyd Wolff (Yam); 3. Tony Costa (Yam).

125 A: 1. Mike LaRocco (Yam); 2. Jeff Beckington (Hon); 3. Mike Roth (Yam).

250 B: 1. Jon Agin (Hon); 2. Cullen Page (Yam); 3. Shawn Kight (Suz).

250-OPEN HWYWT: 1. Mike LaRocco (Yam); 2. Billy Fosnock (Suz); 3. Chris Brasile (Kaw).

SR MINI: 1. Greg Derickson (Kaw); 2. Brett Melton (Hon); 3. Steve Drake (Kaw).
125 B: 1. David Beckington (Hon); 2. Jon Agin (Hon); 3. Everett Liggett (Hon).
JR MINI: 1. Chuck Drake (Kaw); 2. Joshua Rown (Kaw); 3. Kerie Fleenor (Kaw).
SCHBY 125: 1. Jeff Beckington (Yam); 2. David Beckington (Hon); 3. Jon Dawson (Yam).
PEE WEE: 1. Jason Hatfield (Kaw); 2. Kerie Fleenor (Kaw); 3. Chuck Drake (Kaw).
OPEN B: 1. Daniel Brown (Kaw).
SR MEN: 1. Mike Horne (Yam); 2. Brad Lake (Hon); 3. Dennis Harlan (Yam).
SUP SR: 1. Bill Brown (Hon); 2. Dave Atwell (Kaw); 3. Leland Wallace (Suz).

Beckington tops Braco Challenge Motocross

By Angie LaRocco

BUCHANON, MI, SEPT. 14

Close to 200 riders turned out for the second round of the Great Lakes States Braco Challenge Series and in 125cc Junior action David Beckington had what it took to take home two overall wins.

It was Jeff Beckington pulling out a commanding lead in the first moto of the 125cc Junior class with Jay Wentzel and younger brother David in chase. David quickly pushed his way into second, but was unable to gain any more time on his older brother. Jeff took the checkered followed by David and Wentzel.

Wentzel claimed the holeshot honors in the final moto with Jeff Beckington putting in a lap of very hard racing to take over the lead by the end of the first lap. David Beckington then charged his way past Wentzel down the straightaway before the doubles. Disaster then struck for Beckington as he slid out dropping back to third. Quick to recover, Jeff set out to catch the leaders. Jeff jumped past Wentzel for second, but a flat tire kept him from closing in on David. Therefore, David's 2-1 score awarded him the first overall with Jeff second and Wentzel third.

David Beckington holeshot the first moto of the 125cc B leading Jon Agin and Mike Kurzeja. Beckington and Agin pulled away from the pack with Beckington stretching out for the moto win with Agin second and Kurzeja third.

Second moto action saw Agin pull out the lead, but Beckington darted into the lead on the last corner before completing lap one. He then proceeded to pull out a comfortable lead to claim his second overall win for the day with Agin cruising in for second and Kurzeja claiming third.

In the 125cc A Lightweight racing action, Kawasaki-mounted Wentzel darted to an early lead with John Siers and Jeff Beckington chasing close after. Beckington charged to the lead within the first lap, but slid out yielding the lead back to Wentzel. During the third lap, Mike LaRocco, who had hit the gate and fell in the first lap, had moved through the pack to challenge Wentzel and Jim Randa for the lead. LaRocco out jumped Randa to move into second, but fell again leaving Wentzel and Randa back in the top two slots. LaRocco, quick to restart his bid for the lead, repassed Randa over a series of jumps as both riders took the white flag and then set out to reel in Wentzel. LaRocco tried every available line to pass the Kawasaki pilot and finally succeeded at the last corner where he squared it off to make the moto winning pass.

In the second moto, Beckington bolted off the gate but had LaRocco in hot pursuit. On the second lap LaRocco doubled past Beckington for the lead, but Beckington hung in tight throughout the rest of the moto for a very close second with Randa third.

Results

125 B: 1. David Beckington (Hon); 2. Jon Agin (Hon); 3. Mike Kurzeja (Yam).
125 JR: 1. David Beckington; 2. Jeff Beckington (Hon); 3. Jay Wentzel (Kaw).
SR MINI: 1. Brian Swink (Kaw); 2. Eric McLearn (Yam); 3. Greg Derrickson (Kaw).
SR: 1. Gary Sava (Yam); 2. Mike Horne (Yam); 3. Nick Suter (Hon).
SUP SR: 1. Bill Brown (Hon); 2. Len Randa (Yam); 3. John Hunter (Hon).
80 JR: 1. Jason Hatfield (Kaw); 2. Charles Drake (Kaw); 3. Justin Jarrett (Yam).
HYVWT: 1. Mike LaRocco (Yam); 2. Bobby Wagner (Kaw); 3. Tim Ramsey (Kaw).
OPEN B: 1. Mike Still (Yam); 2. Bob Heigim (Yam); 3. John Hunter (Hon).
60: 1. Jason Hatfield (Kaw); 2. Joshua Hatfield (Kaw); 3. Michael Klechner (Kaw).
50: 1. Joshua Hatfield (Yam); 2. Paul Peterson (Yam).
250 B: 1. Jon Agin (Hon); 2. Mike Kurzeja (Yam); 3. Troy Jansen (Hon).
LTWT: 1. Mike LaRocco (Yam); 2. Jim Randa (Yam); 3. Jeff Beckington (Hon).

Weaver, Davis gear up at SRAC Motocross

By Larry Johnson

LAKEWOOD, CO, SEPT. 5

Mad Max closed out their supercross series tonight with a bang by putting up a \$1000 purse for the Pros, plus giving the winners of the 125 and 250cc Novice classes each complete riding gear. To top that, they're giving the series winners in both those classes their choice of new bikes for next year. Those titles will be decided in two weeks at the Supercross finale in Greeley, but Mike Weaver and Brian Davis both will get new leathers after tonight.

In the three money classes, a trio of riders received the lion's share of the big purse. Dave Newell rode all three classes and took home top money in the Open Pros. In moto one, he led Brad Bolton from start-to-finish, but Bolton stayed close. Newell grabbed the lead at the start of round two and held it into lap two when he got out of shape in the whoops. Bolton bounced past and held off Newell for five laps, then he lost control in the same long whoop section and piled into the hay bales. Newell retook the lead and cruised to his second win.

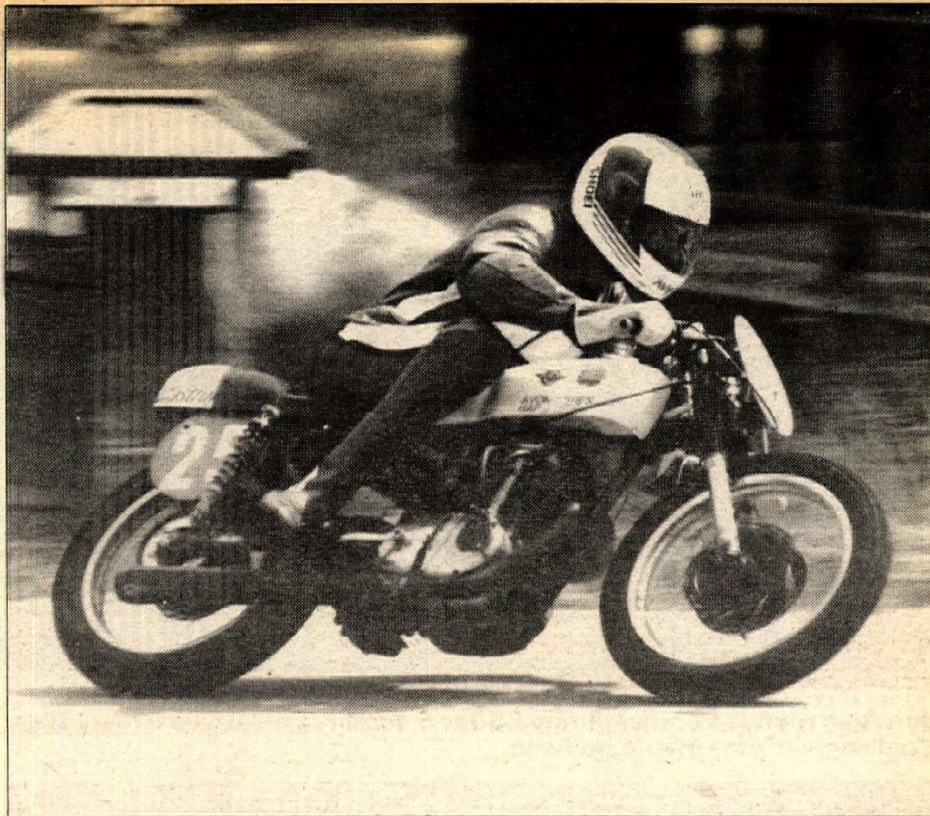
Kip Sandell had equal success in the 250cc Pros. He took the holeshot in round one, but bailed later in the first lap, turning the lead over to Corey Cope. Newell trailed Cope for the next few circuits before slipping past. However he crashed in the turn before the doubles, and Sandell, who was charging hard after remounting, roared past and took the win ahead of Newell and Tim Buchli. Sandell made no mistakes in moto two, leading all the way ahead of Buchli and Newell. The overall matched the second moto: Sandell, Buchli and Newell.

The threesome also dominated the 125cc Pros, but Buchli came out on top this time. Art DeHoff led Newell and Sandell early in moto one, while Buchli was at the tail end of the pack. Sandell took the lead on lap four and never trailed again, winning his third moto of the evening. Buchli, meanwhile, was muscling his way through traffic, making it all the way to second ahead of Newell. Buchli had to hold off Sandell all of round two on his way to victory. Sandell nearly pulled off a perfect night, but still went home a big winner with first and second overalls, as did Buchli. Newell added two thirds to his Open win.

Results

60 NOV: 1. Mike Perriton (Kaw); 2. Brian Padgett (Kaw).
80 AM: 1. Micah Moyes (Kaw); 2. Barry Lynch (Kaw).
80 NOV: 1. Brett Gilner (Kaw); 2. Jake Bishop (Kaw); 3. Travis Gourdin (Suz).
80 AM: 1. Eric Ricke (Kaw); 2. Shawn Gregory (Suz); 3. Frank Cowgill (Yam).
80 EX: 1. Jared Ramsour (Kaw).
125 NOV: 1. Mike Weaver (Kaw); 2. James Rogers (Kaw); 3. James Blessinger (Kaw).
125 AM: 1. Mark Newman (Hon); 2. Dan Langston (Kaw); 3. Alan Strobe (Yam).

PHOTO BY MICHAEL GREEN



Bret Morehead led the 350cc class until encountering ignition problems at the Vintage Road Race in Steamboat Springs, Colorado.

125 PRO: 1. Tim Buchli (Yam); 2. Kip Sandell (Yam); 3. Dave Newell (Kaw).
250 NOV: 1. Brian Davis (Hon); 2. Tim Small (Yam); 3. Jeff Kuntz (Yam).
250 AM: 1. Dan Walters (Yam); 2. Brian Williamson (Kaw); 3. Bret Schwartzkopf (Hon).
250 PRO: 1. Kip Sandell (Yam); 2. Tim Buchli (Yam); 3. Dave Newell (Kaw).
OPEN AM: 1. Mark Snow (Kaw).
OPEN PRO: 1. Dave Newell (Kaw).
VET AM: 1. Ed Perriton (Hon).

CVRG romps in Steamboat Springs Road Race

By Michael Green

STEAMBOAT SPRINGS, CO, SEPT. 6

Ever want to race through the streets of a town — legally? Well, in Colorado you can! Since 1980, the Mountain Roadracing Association has hosted a real road race, through the streets of Steamboat Springs, Colorado. 1983 saw the first year in which vintage machines played a part on the miniature "Isle of Man" type course. The track isn't for the safety racer, as lamp posts, curbs and other road side hazards are many, though they are padded with hay bales. The layout is 1.9 miles — 10 turns of twisties, ups and downs, all at 6700 feet above sea level. The rules? GVRG/AMA Historic type were used.

This was to be another West meets East meets Canada event (like Daytona), though as it turned out, the East Coasters had an event at Watkins Glen, New York, during the same weekend. Other than a few locals, plus western state travelers, it was a CVRG (California Vintage Racing Group) vs. Vintage Sprintage of B.C. Canada. The VS boys hauled in nine machines, while the CVRG "Wrecking Crew" brought 10.

The first race was the 250/350cc Lightweight event, and its results were somewhat like Daytona's this past March. CVRG number one plate holder Mike Green took the overall Lightweight win, though he did have some help from his Hap Jones/Castrol/Shoei/WCBR Ducati 250.

When the green flag fell, Green pulled a row-three holeshot to lead lap one. Within moments, Jeff Hecox's 10K Engineering Ducati 250 was chasing Green, while Bret Morshead, aboard a Hap Jones/Castrol/WCBR Ducati 350 overhauled Canadian Murray Neibel's 350 Manx Norton for the 350cc class lead.

By lap three, Morshead pulled off when his ignition coil went sour, leaving Neibel to take on Green for the overall lead. Fred Mork with last year's winning 250 Aermacchi was battling it up back in fifth, but later dropped to sixth with what he calls, "a flat power band!" thus leaving him sixth overall, and fourth 250cc, just behind John Hays' Ducati 250.

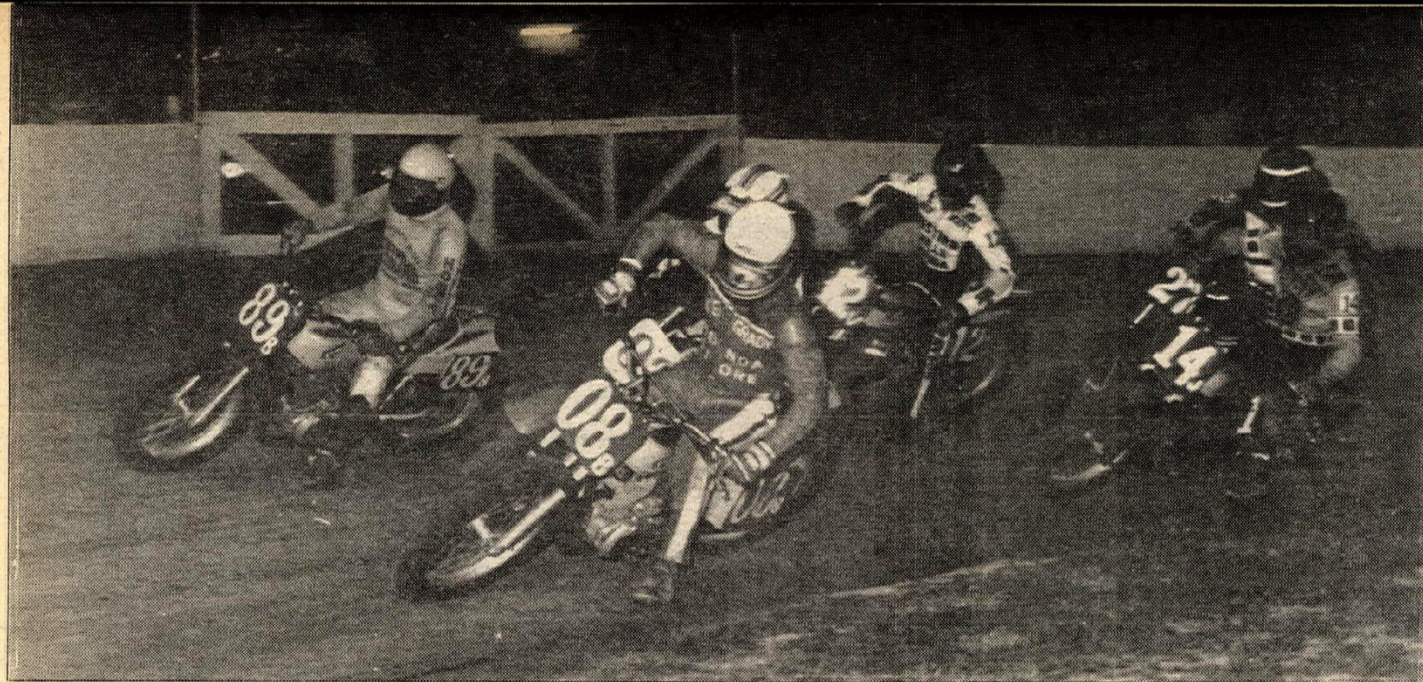
Up front the battle raged, twice on the uphill cement right-hand turn, Neibel's 350 Manx would out-torque Green's high-revving Ducati and he'd take the lead, though both times Green retook the lead on the fast downhill four lane section. Torque seemed to be the key, as Hecox's small valved Ducati even tried Green out on the same section a number of times, but was unable to match his horsepower off the turn. With the white flag out, Green still led, followed by Hecox, then Neibel. Again Neibel took Green on the outside of the cement section to take the lead, but Green wasn't going for it. On the fast downhill, Green pulled alongside, but in doing so, left his braking very late, so late in fact, that he locked the rear wheel as the pair entered turn eight, slamming the door on the Norton!

As Green drove deep, Hecox followed, saying later, "You really spooked that guy, almost the same as Daytona." Green recovered quickly, mainly by grabbing a handful of throttle to out-run both Hecox and Neibel to the finish.

Next up was the 500cc Premier event, basically for machines built prior to January 1, 1965. Dave Walden, aboard his Triumph T100, took the early lead, while Fred Mork's BSA Goldstar held down second. Within moments, Murray Neibel, this time on a 500 Manx Norton, charged past Mork to take second. Not to be out done, fellow Canadian Ian Watson, charged through with his Goldstar.

On lap three, Green's Ducati was making lunch out of the 500s, plowing his way up to a fourth place battle with Mork, and losing out after doing a "Flying-W" in turn one on he last lap when the front end pushed.

Walden's day was shorted-lived, as his Triumph gearbox took an early lunch break, leaving Neibel out front. This, however, was also short-lived, as '85 CVRG 350cc Champion Craig McLean powered by with his Motorcycles Untld., Matchless G50 to take



Winner Grady Phillips (08) leads Barry Benkert (89), Don Lewis (92), Scott Hall Vaughn (12), Dave Lipscomb (27) and Phil Jones (14) in the Pro-Am class at LMS. Phillips also won the Open event.

the lead and win, giving CVRG another first place.

Results

LTWT 250/350: 1. Mike Green (Duc); 2. Jeff Hecox (Duc); 3. Murray Neibel (Nor).
500 PREM: 1. Craig McLean (Mat); 2. Murray Neibel (Nor); 3. Ian Watson (BSA).
0-500 2-STRK: 1. Harry Mackalt (Bul).
0-500 SUPPORT: 1. Jack Baker (Hon); 2. Brett Morshead (Duc); 3. Joel Way (BSA).

LaRocco claims Pro Caliber MX win

By Susan Willian

TERRE HAUTE, IN, SEPT. 6
Round one of the Braco Great Lakes Challenge got underway at C&S Sport Concept's Pro Caliber MX track. Yamaha/Dynamic Racing/PJ1/Scott-sponsored Mike LaRocco sported his highly-tuned machine to the overall wins in the 125cc Lightweight and 250/Open Heavyweight classes by being the dominant force in four-out-of-four motos.

In moto one of the Lightweight class, LaRocco snatched an early lead off the gate to finish with a comfortable lead. Michigan's Jeff Beckington rode in second only to be unseated by Downer's Grove Yamaha's Mike Roth near the end of the moto.

Beckington, on his Honda, embraced the lead only briefly in moto two as LaRocco soared by. LaRocco went down and Beckington returned out front. LaRocco styled to close in on Beckington, who crashed in a turn, as LaRocco, Roth and Billy Fosnock stormed by. LaRocco took the win.

LaRocco took advantage of an early lead in the first moto of the Open Heavyweight class with Fosnock and Team Green's Bobby Wagner trying to gain on the leader. Fosnock crashed, moving Wagner up one position. After regrouping, Fosnock caught up to Wagner and moved by making a midair pass. Fosnock then charged for LaRocco but time ran out as LaRocco passed the checkered first with Fosnock second and Wagner taking third.

LaRocco dominated moto two as Roth, who finished fourth in moto one, took second followed by Wagner in third. Coming in for fourth was Fosnock, who rode most of the moto without a seat. "When I crashed, the plastic broke and the two clamps holding the seat broke off," said Fosnock.

Joshua Brown rode with no pressure in moto one of the Junior Mini class and won. After riding in second,

Jason Hatfield stalled on the white flag lap, putting Chuck Drake second as Hatfield dropped out of top contention.

Scoggins Berg stormed to the front in moto two, as Brown and Drake gassed their machines. Drake pulled beside Brown but Brown held on to second. Berg fell, moving Brown into the lead. Brown and Drake then battled, but Brown held on for the second moto win, while Peter Zerial went by Drake to take second. Drake finished third.

Results

PEE WEE: 1. Scoggins Berg (Kaw); 2. Chuck Drake (Kaw); 3. Jason Hatfield (Kaw).
250 B: 1. Jon Agin (Hon); 2. Stan Roahrig (Hon); 3. Cullin Page (Yam).
AUTO: 1. Boyd Wolff (Yam); 2. Joshua Hatfield (Yam); 3. Tony Costa (Yam).
OPEN H/W: 1. Mike LaRocco (Yam); 2. Mike Roth (Yam); 3. Robert Wagner (Kaw).
SR: 1. Mike Horne (Yam); 2. Jerry Barber (Hon); 3. John Farmer (Yam).
125 B: 1. David Beckington (Hon); 2. Jon Agin (Hon); 3. Scott Atwell (Kaw).
SCHOOLBOY 125: 1. Jeff Beckington (Hon); 2. David Beckington (Hon); 3. Don Leitow (Yam).
125 L/W: 1. Mike LaRocco (Yam); 2. Billy Fosnock (Kaw); 3. Jeff Beckington (Hon).
JR MINI: 1. Joshua Brown (Kaw); 2. Chuck Drake (Kaw); 3. Peter Zerial (Suz).
SR MINI: 1. Greg Derickson (Kaw); 2. Eric McLearn (Yam); 3. Delbert Mock (Kaw).
SS: 1. Bill Brown (Hon); 2. Dave Atwell (Kaw); 3. Ritchie Elkins (Kaw).

Palenske wins FRA Funduro

By Kay Hopkins

RED MOUNTAIN, CA, SEPT. 7

The overall winner in the Family Racing Association Funduro was GP Racing-sponsored Grant Palenske. With an impressive score of 1.105, Palenske was two minutes ahead of UEA's Kurt Butler. In the Women's division, Dana Bell took first, with Jerilyn Poznoff second. Cone Engineering's Ryan Stenberg took Mini one-loop overall honors with 2.177. Second place Mini (4.175) was Yamaha rider Kevin Cleland.

The speeds were kept down for the first loop, which had a seven a.m. start. Check one was at 5.8 miles. The second check was at the bottom of a sandy downhill and caught a few trials riders after a speed change to 12 mph just before the check. Check three was the check-in for the special test in the Moon Rocks at Charlie's Place, and after three miles of very tight, twisting trail at 30 mph, the check-out was at 26.6. Most of the A riders zeroed this one but had to hustle to do it. The finish was an observation check at 35.2.

Check six was the check-in for the first special test and took the riders up and down the canyons at the east

end of the hills. At the end of this section was the famous Goat Trail and check seven, which ended the test. Most of the riders were two or three minutes late here except for Palenske who had the only one minute score. The Jacobsen brothers John and Scott, riding in the hotly-contested 200cc class, were just two seconds from each other at this point. They were both down only two minutes and were doing some very fast riding.

Check eight was over a rise on the south boundary of the sand hills, and caught a few riders sleeping at 24 mph. Another surprise check was located just before Trona Road and the turn-around to the pits. Check 10 (30 mph) caught most riders late after being lulled by a slow speed average at the beginning and was located at the bottom of a very steep, sandy downhill. Tony Casaga and the crew of ladies at this check enjoyed watching the various downhill riding techniques. A sign at the top said, "Hi-Ho, Hi-Ho, It's Over The Hill We Go."

Results

200 AA: 1. John E. Jacobsen (Kaw); 2. Garner Palenske (Kaw); 3. Donnie Simone (Kaw).
250 AA: 1. Grant Palenske (Yam); 2. Kurt Butler (Yam); 3. Robb Mesecher (Hon).
OPEN AA: 1. James Bortree (Hon).
4 STRK 250 AA: 1. Fred Hayes (Hon).
VET 250 AA: 1. Robert Burtis (Yam).
SR 250 AA: 1. John Bainbridge (Yam); 2. Harry Keast (Can).
SR OPEN AA: 1. David Sweeney (Hus).
SSR AA: 1. Gordon Dickson (Hon); 2. Bil Hutton (Hus); 3. Neal Keith (Kaw).
A WOMEN A: 1. Dana Bell (Yam); 2. Jerilyn Poznoff (Yam).
MINI A: 1. Daniel Hapner (Yam).
200 A: 1. Scott Jacobsen (Kaw); 2. Davy Jones (Kaw); 3. Scott Sinnig (Hon).
250 A: 1. Jerry Russel (Yam); 2. Dave Chase (Hus); 3. Craig Stenberg (Yam).
OPEN A: 1. Bob Seitz (KTM); 2. Jack Simmerman (Yam); 3. William Kennedy (Hus).
4 STRK OPEN A: 1. Dave Riker (Hon); 2. Gary Zweifel (ATK).
VET 250 A: 1. Chris Stapleton (KTM); 2. Mark Emery (Yam); 3. Charles Brown (Yam).
VET OPEN A: 1. Steve Peters (Hus); 2. Mark Emery (Yam); 3. Charles Brown (Yam).
SR 250 A: 1. Mervyn Murray (Yam); 2. Gregg Turk (Yam); 3. Ed Stenberg (Yam).
SR OPEN A: 1. Tom Cole (Yam); 2. Gary Neiderhuth (Yam); 3. Roger Cooper (MST).
WOMEN B: 1. Lori Bortree (Suz); 2. Diane Bainbridge (Hon); 3. Stephanie Neesby (Hus).
200 B: 1. Rob Peters (Kaw); 2. Joseph Tabush (Yam); 3. Brian Sweany (Yam).
250 B: 1. Sean Keast (C-A); 2. Jim Williams (KTM).
OPEN B: 1. Monte Dinwiddie (Hon); 2. Ken Capps (Hon); 3. Steve Gilmore (Yam).
4 STRK 250 B: 1. Ed Wemmer (Hon); 2. Terry Huffman (Hus); 3. Dave Vogel (Hon).
VET 250 B: 1. Jerry Nelson (Kaw); 2. Ron Nunnally (Yam); 3. Larry Varnell (Kaw).
VET OPEN B: 1. Joe Simmerman (Yam); 2. R.A. Shedlock (Yam); 3. Joseph Zappia (Hus).
SR 250 B: 1. Norman Wykoff (Hus); 2. Dirk McClellan (Yam).
SR OPEN B: 1. Dale Atkins (KTM); 2. Larry W. Mason (Yam); 3. Don Lallier (Hus).
SSR B: 1. Bill Neeley (Hon).
C WOMEN: 1. Jennifer Murray (Yam); 2. Leslie A. Hobensack (Yam); 3. Jean Hetherington (Hon).
MINI C: 1. Ryan Stenberg (Yam); 2. Kevin Cleland (Yam); 3. Evan Cevene (Hon).
200 C: 1. Robert Keller (Yam); 2. Robert White (Hon); 3. Frank Beach (Hon).

250 C: 1. Mark Witsen (Yam); 2. Geroge Ferrie (Yam); 3. Eric Palmquist (Yam).
OPEN C: 1. George Nazarov (Hon); 2. Vern Carrell (Yam); 3. Grant Dinning (Hus).
4 STRK 250 C: 1. Tom Landis (Hon).
4 STRK OPEN C: 1. Rick Lucas (Hon); 2. Don Bevens (Hon); 3. Steve Wright (Hon).
SR 250 C: 1. Curt Heintzman (Yam).
SR OPEN C: 1. Barry D. Show (Hon); 2. Dave Lewis (Hon); 3. Ron Hetherington (Hon).
VET 250 C: 1. Brian McGee (Hus); 2. William Kanayan (Kaw); 3. Robert Caddoo (Yam).
VET OPEN C: 1. Charles Raff (Hon); 2. John Handberry (Yam); 3. C. Scott Schwartz (Hus).
TEAM-2 MAN/2 LOOPS: 1. William Kennedy/-John Uhern.

Phillips triples at LMS

By Steven E. Smith

LAWRENCEBURG, IN, SEPT. 5

Grady Phillips has worked for it all season and this week he finally realized his quest with three victories in the same evening at LMS.

In the 250cc class Grady took an early lead, but had to work to keep Raymond Rees behind him.

In the Open class he returned to familiar ground leading the pack but not without tactful riding, closing the door as he was challenged at every turn. Phil Jones pushed the hardest as he kept constant pressure on the leader. Scott Hall Vaughn kept up the pace running right on the heels of Jones in a hard fought ride from start to finish.

The thunder raised by the 500cc bikes in the Pro-Am class surely had to let the crowd in the football stadium next door know that they weren't the only game in town. Phillips kept his sponsors and fans alike on their feet as he poured it on catching the early leader David Lipscomb and finally overtaking him in turn four of the fourth lap. Lipscomb never left Grady's shadow as he tried to regain his lead. Phil Jones was constantly on the heels of both riders, but never got the chance to make a serious move as Phillips and Lipscomb both rode tight on the inside.

Phil Palmer has yet to yield his throne in both 80 and 125cc classes. Closest to him this week was Tommy Hensler while Tony Rosemeyer was third.

Chris Schroder of Lawrenceburg moves up another notch closer as this week he placed second in the 125cc class with Tim Perry pulling up third.

Results

80: 1. Phil Palmer (Hon); 2. Tom Hensler (Yam); 3. Tony Rosemeyer (Suz).
125: 1. Phil Palmer (Hon); 2. Chris Schroder (Yam); 3. Tim Perry (Kaw).
250: 1. Grady Phillips (Bul); 2. Raymond Rees (Hon).
OPEN: 1. Grady Phillips (Hon); 2. Phil Jones (Rtx); 3. Scott Hall Vaughn (Hon).
PRO-AM: 1. Grady Phillips (Hon); 2. David Lipscomb (Rtx); 3. Phil Jones (Rtx).

Arena takes Baylands win

By Mike Vancil

FREMONT, CA, SEPT. 3

The newest member of the long list of racing Arena family members is Matt Arena and the youngster held up the family name in fine fashion by winning both Open Pro motos at Baylands today.

The only thing that flawed Arena's performance was the fact that Nationally-ranked Ricky Ryan made up from a second wave start to catch and pass the entire Open class field on his 250cc Kawasaki. Arena, however, stayed cool and held on for the Open class win.

The 250cc Junior class event was an upset event as the riders who won the motos did not figure into very high overall finish positions. In the

first moto the checkers fell first to Ted Pippin on his San Jose-based CR Honda. Following his lines and staying out of trouble was Don Tofft; neither rider had a clear advantage over the other.

In the second moto for this class the holeshot went to Jev Valez but he gave up the lead when pressured hard by Mike Smart. The good fortune of Pippin went away when he got mired in sixth place and could not seem to progress further. Smart's first moto ride was about as dismal as Pippin's second. These factors added up to an overall victory for Don Tofft with a 2-4 evening.

Results

PEE WEE: 1. Nick Pappas (Yam).
80 MINI BEG: 1. Wayne Ward (Yam); 2. Troy Lapp (Hon).
80 MINI JR: 1. Chis McCallie (Yam).
80 MINI EX: 1. Todd Hicks (Yam).
125 BEG: 1. Chris Babcock (Hon); 2. Keith Tanti (Yam); 3. Richard Graham (Kaw).
125 JR: 1. Jason Warren (Hon); 2. Pat Gomm (Hon); 3. Leo DeAnda (Kaw).
125 INT: 1. Ryan Wann (Yam).
250 BEG: 1. Chris Stille (Hon); 2. Robert Foster (Yam); 3. Bobby Moniz (Suz).
250 JR: 1. Don Tofft (Hon); 2. Jev Valez (Hon); 3. Ted Pippin (Hon).
250 INT: 1. Brian Patterson (Hn).
OPEN BEG: 1. Marc Pennings (Hon); 2. Erik Schaffer (Yam); 3. Peter Hazel (Hon).
OPEN JR: 1. Bill Gerber (Yam).
OPEN INT: 1. Tim Boone (Hon).
VET SPTSMN: 1. Bernie Reali (Yam).
VET INT: 1. Ken Johnson (Suz).
VET MSTR: 1. Jerry Caton (Hon); 2. Mike Lane (Hon).
OT SPTSMN: 1. Bob Kosovilka (Kaw).
250 PRO: 1. Rick Ryan (Kaw).
OPEN PRO: 1. Matt Arena (Kaw).

Kollman cleans up Texas MX

By Joe Milan

SAN ANTONIO, TX, SEPT. 6-7

The finals of the second annual South Texas Series, conducted on two consecutive evenings of racing, turned out to be a sterner test of motocross ability and endurance than many riders anticipated. Rain of Ark-floating proportions turned the final round of motos into a muddy melee, with a number of first round leaders falling victim to the mire. Jimmy Kollman was one of the fortunate ones, as he skated to the overall series title in the Open Intermediate class. Marvin McKim, after a dismal sixth place on the opening evening, came roaring back the following night on his crowd-pleasing 600cc Yamaha four-stroke to edge Hank Hodes for runner-up and take third overall for the series.

Nacogdoches Honda pilot Ray Burgess gave his sponsors JT Racing and Sonny Burgess Honda plenty of reason to celebrate with his determined come-from-behind effort in the muck to capture overall honors in the 250cc Intermediate class. First round leader Andy Bradshaw, who was flawless on the dry track the preceding night, got a poor start the next time out and did an admirable job of salvaging third overall behind Jerry Benner.

Six-year-old Carter Schneider, the pride of Houston's House of Wheels, rode like a seasoned Pro en route to the big trophy in the Pee Wee class to highlight some unusually close small-bore activity. Schneider left Spencer Trainer and Cody Atkins in his wake in garnering the win. Rowdy Flanagan guided his Flanagan Muffler Special Kawasaki to top placing in the 61cc class after a furious struggle with Good Times Cycles of Tyler's representative Clint Latham. Latham's chances for the overall win on his Sonny Margravor prepared KX were dealt a disappointing blow by the rain-induced cancellation of the final heat, relegating him to third behind a deserving Flanagan and Dustin Traylor.

Jack Beckham's 125cc Cagiva ap-

peared to be the ideal set-up for the mud, as he cruised to the fastest lap times of the evening aboard the Italian machine to outdistance Scott Renick for the second week in a row in the 125cc Expert class. The veteran Expert competitor faltered only once during the proceedings when he landed slightly short on the back-section doubles. Immediate recall of similar situations in years past saved him from a trip over the bars that certainly would have spoiled the rest of his night. Mike Clington, fighting off the affects of a nasty ground-out in the whoops, took third place money.

Jerry Farmer, riding a streak of six consecutive wins in the 250cc Expert division, made it seven in a row, as he easily outrode Chris McNeil and a surprising Pearl Croft. Croft, normally an Open Intermediate contestant, borrowed Mikey Kollman's four-year-old YZ250 and used the wet conditions to move up five places in the overall rankings with a steady but slow performance, which saw him maneuver around several stranded objects covered with wet dirt.

Results

PEE WEE: 1. Carter Schneider (Yam); 2. Spencer Trainer (Kaw); 3. Cody Atkins (Yam).
61: 1. Rowdy Flanagan (Kaw); 2. Dustin Traylor (Kaw); 3. Clint Latham (Kaw).
MINI JR: 1. Ross Dayer (Kaw); 2. Rowdy Flanagan (Kaw); 3. Mark Savoie (Kaw).
MINI STK: 1. Tyler Larson (Yam); 2. Jerry Gibson (Kaw); 3. Michael Lord (Kaw).
MINI SR: 1. Michael Lord (Kaw); 2. Tyler Larson (Yam); 3. Blake Trainer (Kaw).
125 BEG: 1. Paul DiFani (Kaw); 2. Luis Gallardo (Hon); 3. Rick Campbell (Kaw).
250 BEG: 1. Mark Marshall (Hon); 2. John Reine (Hon); 3. Mark McDonald (Yam).
125 NOV: 1. Mike Cox (Yam); 2. Craig Titus (Hon); 3. Ronnie Holloway (Hon).
250 NOV: 1. Preston McDonald (Yam); 2. Dave Fluchel (Kaw); 3. Tony Hernandez (Kaw).
125 INT: 1. Matt Harland (Hon); 2. Jerry Benner (Hon); 3. Steve Bridges 9(Hon).
250 INT: 1. Ray Burgess (Hon); 2. Jerry Benner (Hon); 3. Andy Bradshaw (Yam).
OPEN INT: 1. Jimmy Kollman (Yam); 2. Hank Hodes (Kaw); 3. Marvin McKim (Yam).
OVER 30: 1. Mark Lynch (Yam); 2. Tom Williams (Yam); 3. Rob Talbot (Yam).
VET: 1. Fred Deinzer (Hon); 2. Walt Zettner (Hon); 3. Smokey Joe (Yam).
125 EX: 1. Jack Beckham (Cag); 2. Scott Renick (Hon); 3. Mike Clington (Kaw).
250 EX: 1. Jerry Farmer (Yam); 2. Chris McNeil (Kaw); 3. Pearl Croft (Yam).

Moore scores at Boledo Scrambles

By Mike Vancil

HOLLISTER, CA, SEPT. 6

Still sporting the District 36 prestigious black number plate, a very hard-riding Danny Moore slipped by Robert Miller and and went on to victory at the R & D Enterprises' promoted scrambles.

At the green light it was Rod Spencer on a Yamaha that grabbed the lead with Miller second and Brad Spencer third. Moore was ahead of Allen Yarrow, as Spencer got by Miller for a short while before crashing. At this point both Moore and Yarrow began their move up through the ranks. Moore made his move for the lead on the inside of Miller with three laps to go as they were exiting turn one and headed into the infield portion of the kidney shaped track. Yarrow continued his fast, smooth and effortless riding to earn a third at the checkers.

In the Amateur ranks the most heavily entered class was the 500cc Junior division where there was need for two heats, a semi-final and the Mid-State Championship. The green light signal sent 15 riders into the first corner and all made it through in good shape. As the field headed for the right hand corner Jack Pack was the established leader. Running second was Gary Ritchie with Steve Sullinger right on Ritchie's rear wheel. As the event progressed Pack began to stretch his lead. In three laps Sullinger figured a way around Ritchie and then set out after Pack.

PHOTO BY LOREN WILLIAMS



Mark Ashworth (319) and Robbie Taylor (19) fly over the whoops at Stepp Mill Supercross in New Mexico.

While Sullinger began to whittle away at Pack's lead Melvin Elias began working his way up through the field.

At about the same time that Pack fell off coming into the infield portion of the track, thereby giving the lead and the Mid-State Championship to Sullinger, it was a determined Elias that finally got around Lonnie Lacy to earn a third place trophy.

In the Veteran class it was Lynn George again snatching the victory away from Gary Milewski. They again finished one/two with George collecting the win.

Results

PEE WEE: 1. Jeff Gabhart (Yam); 2. Ely Huerta (Yam); 3. Helder Alvernaz (Yam).
60 MINI: 1. Jake Zemke (Kaw); 2. Brian Sgheiza (Yam).
80 MINI JR/EX: 1. Jake Zemke (Yam).
80 MINI NOV: 1. Matt Willard (Kaw).
MINI (ADULT): 1. Rod Spencer (Hon).
125 NOV: 1. Doug Gilette (Yam); 2. P. VanHorsen (Yam).
250 NOV: 1. Kenny Waag (Yam); 2. Mike Brumit (Hon); 3. James Luker (Kaw).
250 JR: 1. Kerry Puccio (Hon); 2. Anthony Mitchell (Hon).
500 NOV: 1. Steve Sullinger (Yam); 2. Gary Ritchie (Yam); 3. Melvin Elias (Yam).
500 JR: 1. Joe Carrera (Suz); 2. Anthony Giamanco (Yam); 3. Marty Aglibot (Yam).
500 EX: 1. Danny Moore (Hon); 2. Robert Miller (Hon).
VET: 1. Lynn George (Hon); 2. Gary Milewski (Hon).

Ashworth burns Stepp Mill MX

By Loren Williams

DEMING, N.M., SEPT. 12

Yamaha riders Mark Ashworth and Robbie Taylor mixed it up hot and heavy during 250cc Pro action at Stepp Mill night motocross. The two riders battled handlebar-to-handlebar with Ashworth edging out Taylor for the win.

On a clear night, the Ashworth/Taylor dogfight came down to the wire, as they played leapfrog lap after lap. This lasted until Taylor went a little too hot going into a corner and went sliding down to the ground. Taylor quickly recovered but the damage was already done. With time running out, Taylor had no chance of catching the leader Ashworth, who roosted on home for the win. Taylor finished second.

In the 250cc C class, Van Pitt and his Yamaha were cruising way out in front and looked to have the class win in hand. But on the final lap, on the last turn, Pitt crashed and ended up taking third behind Kirk Johnson

and Philip Rice. Cooter McClure, who won the qualifying heat race, suffered mechanical problems in the race.

Results

JR PEE WEE: 1. Bridgette Ables (Kaw); 2. Jonathan Sentell (Yam).
PEE WEE: 1. Bo Shannon (Kaw); 2. Conn Mason (Kaw); 3. Willie Ables (Kaw).
MINI JR: 1. Skeeter Bowen (Kaw); 2. Bo Shannon (Yam); 3. Brian Thomas (Kaw).
MINI SR: 1. Mike Brown (Hon); 2. Jamie Hacking (Kaw); 3. Skeeter Bowen (Kaw).
125 C: 1. Chris Tucker (Yam); 2. Steve Howard (Kaw); 3. Craig Johnson (Yam).
125 B: 1. Warren Robinson (Hon); 2. Eric Burrell (Suz).
250 C: 1. Kirk Johnson (Yam); 2. Phillip Rice (Hon); 3. Van Pitt (Hon).
250 B: 1. Bobby Gilvert (Hon); 2. Phillip Caldwell (Hon); 3. Cooter McClure (Kaw).
NOV: 1. Steve Howard (Kaw); 2. Robert Owens (Hon); 3. Allen wood (Kaw).
ENDURO: 1. Marvin McCarson (Yam); 2. Larry Knott (Hon); 3. Jerry Singleton (Yam).
FT: 1. Tommy Cowan; 2. Loren Williams.

Copeland slides to Creek County Short Track win

By Scott Thompson

KELLYVILLE, OK, SEPT. 6

David "Hollywood" Copeland led the entire distance and left the battling to Brian Isbell and Tim Cartwright in the Open Expert feature at Creek County Speedway's eighth-mile oval. With three laps remaining Cartwright dove under Isbell to take over second place for the duration; Isbell held on to third place.

The 250cc Amateur feature got off to a bad start as the red flag flew when Denny Sowders crashed hard on the back straight. Sowders restarted the race, but pulled out shortly after. Brian Wedlake went on to record the win.

Billy McLaughlin won the 125cc Amateur feature. The victory was his even though he spotted the other riders 65cc. McLaughlin was aboard his Bradley Racing Enterprises prepared 60cc Kawasaki.

Copeland and Cartwright duplicated their Open Expert feats in the 200cc Expert feature. Both finished first and second with Alan Rogers in third on a 125cc Kawasaki.

Results

60 YTH: 1. McLaughlin (Kaw); 2. Tim Case (Yam); 3. Shawn Holmes (Yam).
80 YTH: 1. Ricky Walker (Hon); 2. McLaughlin (Kaw); 3. Jason Marrs (Kaw).
250 AM: 1. Brian Wedlake (Bul); 2. Ray Arnold (Yam); 3. Carl Nickell (Yam).
OPEN AM: 1. Wedlake (Bul); 2. Denny Sowders (Hon); 3. Carl Nickell (Yam).
125 AM: 1. McLaughlin (Kaw); 2. Shane Duke (Yam); 3. James Meadors (Yam).



Jeff Allen (723) leads Steve Earnest on his way to the 250cc B class win at Evansville Raceway in Pennsylvania.

125 EX: 1. Alan Rogers (Kaw); 2. Rick Kirk (Suz).
250 EX: 1. Copeland (Kaw); 2. Cartwright (Kaw);
3. Alan Rogers (Kaw).
OPEN EX: 1. Copeland (C-A); 2. Cartwright (Kaw);
3. Isbell (Hon).

Coleman, Herman win Berwick SX

By Thom Veety

BERWICK, PA, AUG. 30

Kawasaki rider's Chris Coleman and Steve Herman each won two classes at Evansville Raceway's Supercross races Labor Day Weekend.

Coleman took the holeshot in 250cc Expert action followed closely by Action Photo/Conklin Cycle/Dyno-Port sponsored Terry Kuhn, Bruce Gray, Jim Hauer and Mike Wagner. Coleman kept his Country Cycle/Precision/Hi-Point sponsored Kawasaki in front for the entire 10-lap feature taking the win over Kuhn, Hauer, Gray and Jeff Matlock.

Coleman grabbed the lead in the 125cc Expert final with Kawasaki pilot Dan Portz a close second followed by CRP's Brian Carroll, Robby Hayes and Jimmy McIlvaine. Coleman and Portz pulled a few seconds ahead of the pack and had a real battle going for the entire 10-lap feature. At the end it was still Coleman in front with Portz taking a close second with Hayes in third. McIlvaine and Carroll rounded out the top five.

Jeff Allen was the story in 250cc Amateur action taking his Kawasaki to the front of the pack and winning both the qualifier and feature with a pair of wire-to-wire wins. Dennis Cousentino took second with Jeff Oberdorf third ahead of Mike Holmes and Tom Mowery.

Chris Cavlak went to the early lead in the 125cc Amateur final with Matt Bond in second followed by Jason Novoshelski, Steve Herman and Bill Frank Jr. Novoshelski moved into second and Herman into third on lap two. Herman took over the lead on lap three and went on for an easy victory over Novoshelski, Bond Frank and Jeff Allen.

Robert Montross took his Suzuki to point in the 250cc Novice final. Dan Gordner was in a close second followed by Lester Lynn Jr., Frank Levan and Charlie Borg. Montross held the lead until the halfway point when Levan took over and went on for the win with Gordner second ahead of Lynn, Joe Reslinger and Montross.

Herman was again the story in Mini Expert action taking his Kawasaki to a wire-to-wire win over Eric Bow, Tom Perone, Joe Montrella and Jeremy Barron.

Yamaha rider Jason Rivas grabbed the holeshot and took the feature win in Mini Amateur action. Matt Dear-dorff was second all the way with Brian Bredbenner taking third ahead of Tom Littman and Daniel O'Rourke.

Results

WOODSMEN: 1. Rick Lown (Kaw); 2. Scott Payne (Hon); 3. Todd Chapin (Kaw).
SR AM: 1. Bob Bauman (Kaw); 2. Dave Roder-mel (Kaw).
SR EX: 1. Jeff Matlack (Yam); 2. Don Dymek (Yam).
MINI SR AM: 1. Jason Rivas (Yam); 2. Matt Dear-dorff (Kaw); 3. Brian Bredbenner (Kaw).
MINI EX: 1. Steve Herman (Kaw); 2. Eric Bow (Kaw); 3. Tom Perone (Kaw).
MINI JR: 1. Jason Prkotchak (Kaw); 2. Wayne Scott (Hon); 3. Charles Wilmore (Yam).
125 EX: 1. Chris Coleman (Kaw); 2. Daniel Portz (Kaw); 3. Robert Hayes Jr. (Yam).
125 AM: 1. Steve Herman (Kaw); 2. Jason Novo-shelski (Hon); 3. Matt Bond (Hon).
125 NOV: 1. Chris Jacobs (Kaw); 2. James Nagy (Kaw); 3. Steve Nagy (Kaw).
250 EX: 1. Chris Coleman (Kaw); 2. Terry Kuhn (Kaw); 3. Bruce Gray (Kaw).
250 AM: 1. Jeff Allen (Kaw); 2. Dennis Cousen-tino Jr. (Kaw); 3. Jeff Oberdorf (Suz).
250 NOV: 1. Frank Levan (Hon); 2. Dan Gordner (Kaw); 3. Lester Lynn Jr. (Hon).
OPEN EX: 1. Mike Wagner (Hon); 2. Bruce Gray (Kaw); 3. Greg Lykens (Kaw).
OPEN AM: 1. Dennis Cousentia Jr. (Kaw); 2. Scott Nickerson (Hon); 3. Jeffery Bond (Hon).

Ragan rolls at Marion HM

By Karen Lewis

MARION, IL, SEPT. 1

Mike Ragan took home the lion's share of the \$2300 purse in half mile racing at Marion today. The Illinois rider netted \$600 for the Open class win. Racing was the norm in all classes at the Southern Illinois Dirt Riders/WKCRA event.

The 28 Open class entries were whittled down to 12 through three heat races. Heat race wins went to Ragan, Steve Steele and Jeff Jones. The main event took four tries to get away as turn three claimed several riders. On the fourth restart Ragan jetted to the lead over Scott Rothschild, Steele, Jim Hauptman and Jones. Steele moved to second and closed on Ragan at the halfway flags as they opened up a lead on the field. Rothschild ran by himself in third while Dallas Mayer moved up from the rear to make a run on Hauptman and Jones. As the white flag came out Steele was close to Ragan, but couldn't best the leader's perfect final



Matt Slater (782) holeshot the Open A class, but Erik Kohl (342) won the overall at the Ft. Calhoun Motocross in New England.

lap. Ragan took the win over Steele, Rothschild, Hauptman and Mayer.

James Setzekorn led the 200cc class around the first tour, but Ragan moved to the cushion and led lap two. Ragan tried to shake the Bultaco rider, but couldn't put ground between the two. Ragan rode on to take the win over a close second place Setzekorn. Alan Yarbrough put his Kawasaki into third over Bart Southard and Monty Starks.

David Lamb holeshot the 250cc main and blew away the field. The P and E Racing-sponsored rider put ground on the pack every lap in taking the straightaway win. Setzekorn, Hauptman, and Jeff Middlebrooks were in a fierce battle for second until Middlebrooks' motor retired on the back straight with two laps to go. Setzekorn motored in for another second on the day. Hauptman's motor seized on the back straight on the last lap but broke free enabling him to limp in for third over a fast closing Gary Weilt. Troy Johnson won the fifth place fight over Todd Booten.

Joel Barrow, Weilt and Lamb ran in a wedge in the 125cc class. Barrow adapted to track conditions best and took a small lead in for the win. Weilt held off Lamb for second with Mike Mayer and Danny Estep following.

Barrow found himself carrying the flag again in the 65cc final. He was a runaway winner in the main over Tommy Hayden, Aaron Ladd, David Hargis and Jarrod Barrow.

Results

AUTO: 1. Beau Brasell (Yam); 2. Jeremiah Ray (Yam); 3. Nicky Hayden (Yam).
65: 1. Joel Barrow (Kaw); 2. Tommy Hayden (Yam); 3. Aaron Ladd (Hon).
80: 1. Tommy Hayden (Yam); 2. Robbie Greif (Yam); 3. David Hargis (Yam).
125: 1. Joel Barrow (Kaw); 2. Gary Weilt (Suz); 3. Scott Lamb (Yam).
200: 1. Mike Ragan (Yam); 2. James Setzekorn (Bul); 3. Alan Yarbrough (Kaw).
250: 1. David Lamb (Hon); 2. James Setzekorn (Bul); 3. Jim Hauptman (Hon).
OPEN: 1. Mike Ragan (C-A); 2. Steve Steele (H-D); 3. Scott Rothschild (Hon).
AM: 1. James Hart (Yam); 2. Rck Neb (Hon); 3. Roy Hart (Yam).
SR: 1. Doug Mayer (Yam); 2. Randy Stahley (W-Rtx); 3. John Ferguson (Yam).

Stephenson scores at Fort Calhoun MX

By Brad and Sharon Jones

FT. CALHOUN, NE, AUG. 17

Denny Stephenson made a picnic of the beautifully-prepared Fort Calhoun race track by winning all four motos of the 125 and 250cc Expert classes. Stephenson easily beat Doug Murray and Don Wipf, who battled to the finish with Wipf finally gaining the upper hand on Murray.

There was a big Open Expert class on hand as Eric Kohl blasted to the

front of the pack. Doug Murray passed several riders to take over second at the end of lap one. Murray chased Kohl all the way to the checkers with Ray Waddell cruising in for third. Brad Jones finished fifth.

In moto two it was Matt Slater taking the hleshot. Jones passed Slater on the back straight and took off. Kohl was next to pass Slater and began to zero in on Jones. Murray moved into third after a first turn crash, and caught up with the Jones-Kohl battle. Jones held on to win with the overall going to Kohl with a 1-2 finish.

Results

60: 1. Brian Deegan.
MINI A: 1. Terry Pinkley/Steve Bates/Brian Sor-enson.
MINI B: 1. Jason Royer.
MINI C: 1. John Deegan/Tom Mook/Brad Eischeid.
125 C: 1. Todd Ramsey/Dennis Payne/Brian Eischeid.
125 B: 1. Jay McMillen/Chad Spidell/Bob Payne.
125 A: 1. Denny Stephenson/Keith Engel/Eric Sanders.
250 A: 1. Denny Stephenson/Don Eipf/Doug Murray.
250 B: 1. Jay McMillen/Jerry Hall/Marvin Hen-riksen.
OPEN A: 1. Erik Kohl/Brad Jones/Doug Murray.
OVER 30: 1. Doug Nicholas/Jim Johnson/Lynn Larson.
ENDURO: 1. Dan Dammann/Ed Janek/Mark Robison.

Reynaud reigns Nasty Creek HS

By Bob Jones

STANTON, MO, SEPT. 7

Rusty Reynaud continues to dominate the Missouri Hare Scrambles Series with his most recent overall at Nasty Creek.

The Expert class was first off the line with Reynaud grabbing the hole-shot, followed closely by Mike Stahlman. After passing back and forth during the first lap, it was Reynaud, Hemann, Stahlman and Chris Caplinger through the boards, all within 20 seconds of each other. Hemann made a charge at Reynaud through the first four laps, but had to retire due to mechanical difficulties.

The 250cc class action saw Wayne Struckhoff take the win despite riding a flat rear tire for six laps. Open class rider Mike Burkhart trailed the Expert class times by only a few minutes to take the win in that class. Roger Struckhoff finished second.

A heated contest developed in the 125cc class with Randy Jones beating out Jeff Oberkfell for first by one second.

Results

OVERALL: 1. Rusty Reynaud.
EX: 1. Dwayne Miekley; 2. Mike Stahlman; 3. Chris Caplinger.
250: 1. Wayne Struckhoff; 2. Jeff Hunt; 3. David Altman.
125: 1. Randy Jones; 2. Jeff Oberkfell; 3. Steve McWhorton.

SR: 1. George Lawson; 2. John Gott; 3. Bob Caplinger.
 SUP SR: 1. Ron Throckmorton; 2. Harold Newell; 3. Joe Heizer.
 OPEN: 1. Mike Burkhardt; 2. Roger Struckhoff; 3. Gene Rampani.
 200: 1. Rick Matteson; 2. Tim Kuchem; 3. Kevin O'Brien.
 JR: 1. Steve Leivan; 2. Warren Wilburn; 3. Lance Mills.
 BEG: 1. Raymond Williams; 2. Ken Brandt; 3. Tom Crimmins.
 OVERALL SERIES: 1. Rusty Reynaud (172); 2. Dale Hulsey (138); 3. Chris Caplinger (87).

Smith bros. win D-38 Night Team Race

By Bob and Diane Bell

PLASTER CITY, CA, AUG. 23

The brother team of Bruce and Leslie Smith took a well-deserved overall victory in the fourth annual AMA District 38 Fudpucker Racing Team Night Team Race. District President Fud came up with the idea four years ago to have motorcycles team with ATVs in a two-and-a-half hour desert race, switching riders each lap. The race started at seven o'clock at night. Usually only the first two laps are in daylight, after that it's lights on and hang on.

This year's course was run over a 10-mile loop of mostly wide open terrain. A major dust storm blew in just before the start, but proved to be a blessing in disguise as the breeze that followed kept the dust moving off of the course.

The drop of the green flag found Lance Schoonmaker out front and pulling away. At the end of the first lap, it was time for the bikes to take over as Schoonmaker handed the lead to partner and Open rider Steve Walker. Running second was the incredible Craig Corda, teamed with 125cc rider Kirk Hester. Corda wasn't even at the start line when the flag dropped, but had worked up to second by check one. The Smith brothers were buried back in 25th place.

For the next few laps, the Walker/Schoonmaker team held the lead with Hester and Corda a solid second. Third overall was a game of shuffle between the Open teams of Randy Norman/Doug Roll, Tom Moen/Greg Bringle and Randy Morales/Tony Dixon. Norman's chances for a good finish disappeared when his motor blew on lap five, leading Morales and Moren to do battle.

Lap six spelled tragedy for Walker. While running way out front, his light went out. This slowed him to a crawl and opened the door for Hester to take the lead. "When I saw the emblem on his race pants, I knew it was Walker," said Hester. "I pulled way out to the side, so he couldn't use my light to ride with. My heart has never pounded as hard as when I knew we were leading overall!"

By this point, no one had even seen the Smith team coming through the pack. But by lap six, they were up to an incredible third overall and suddenly all eyes were on them. Hester rode the wheels off of his 125cc Cagiva, but it was no match for the power of Smith's 490cc Yamaha, as on lap eight, he smoked past for the lead.

At the checkered flag it was Bruce Smith with the overall and Open class win. "We didn't have a good start and everybody was kamikaze out there, but we just worked our way up," stated Smith after the race. Hester finished an outstanding second overall to take the 125cc class win.

Walker earned third overall and second Open bike the hard way by riding the last few laps without a light. "I burned up two bulbs and ended up in the dark. Lance is a fantastic rider and he kept us up there," quipped Walker at the finish.

Eighth overall was the 250cc class winner Rheynard Morgan (Yamaha) and Keith Callen (Honda). Morgan had run as high as third overall before having unknown problems two laps from the finish and dropping back.

Vet class winner Robert McCarter (Husqvarna) was the last rider to finish all 10 laps at ninth overall. He was followed by the Senior class winner, Jack Neeley (M-Star) at 10th overall.

Results

OPEN EX: 1. Bruce Smith/Leslie Smith; 2. Steve Walker/Lance Schoonmaker; 3. Randy Morales/Tracey Dixon.

OPEN AM: 1. Steve Clark/Ray Schooley; 2. Bob Towne/Steve Basin; 3. Bab Buckley/Mitch Thompson.

OPEN NOV: 1. Rohn Elsner/Guy Barrow; 2. Paul Martin/Jon Colver; 3. Robert Smith/John Schork.
 250 EX: 1. Rheynard Morgan/Keith Callen; 2. Mark McNulty/Greg Gibbs; 3. Jeff Boyd/Chris Bigelow.

250 AM: 1. Ron Beatty/Hersh Deck; 2. Tom Gairan/Scott Prather; 3. Andy Wetzel/Scott Smith.

250 NOV: 1. Kregg Harn/Dave Morford; 2. Rob Taylor/Don Ransdell; 3. Craig Britt/Mitch Rickart.

125 EX: 1. Kirk Hester/Craig Corda; 2. Bob Bell/Greg Row; 3. Tony Darr/Kelly Hori.

125 NOV: 1. Dave Tubbs/Mike Bickle; 2. Mike Pendley/Brian Crittendon.

VET EX: 1. Robert McCarter/Coy Brigrman; 2. Terry Stauwald/Jeff Enz; 3. Scott McClintock/David Collier.

VET AM: 1. Floyd Hudson/John Wellnitz.

VET NOV: 1. Thomas Sullivan/Howard Carey III; 2. Ken Tubbs/Jim Terral; 3. Ike Foss/Jes Rosales.

SR EX: 1. Jack Neeley/Dan Johnson; 2. Roger Adsit/Billy Adsit; 3. Chuck Nelson/Hal Drew.

SR AM: 1. Mike Govern/Mike Maxwell.

SS: 1. Himey Means/Bob Thompson; 2. Richard Bird/Robert Haime.

BEG: 1. Ray Baker/Eric Sargent; 2. Bill Engstrom.

Howard jams at S.I.R. MX

By Jay Marcell

KENT, WA, AUG. 8

Joe Howard piloted his Honda CR to 2-1 moto finishes and wrapped up the overall victory in the 80cc Novice class at Seattle International Raceway motocross.

In the first moto, Trent Rice blew into the lead ahead of Howard, Eric Balshaw, Joe Del Vecchio and Mike Koehn. By the halfway point, Del Vecchio had moved into the lead, while Rice had dropped back to fourth and was being pressured by Justin Homan. At the finish, it was Del Vecchio hanging on for the win, followed by Howard, Belshaw, Homan and Koehn.

In the second moto, Homan took the holeshot ahead of Del Vecchio, Howard, Robert Wissinger and Belshaw. In the first turn, Del Vecchio crashed and had problems restarting his bike, dropping him back to dead last. Shortly after, Howard motored by Homan, taking over the lead, while Belshaw slipped into third. Coming from behind, Del Vecchio labored his way back up to fourth. In the end, it was Howard out in front, collecting the overall, followed by Belshaw, Homan and Koehn.

Results

PEE WEE: 1. Kris Conner (Yam); 2. Brett Boehm (Hon); 3. Dax Falk (Hon).

60 BEG: 1. Jeff Backus (Suz).

60 INT: 1. Zach Taylor (Kaw); 2. Aaron Schweiger (Kaw).

80 BEG: 1. Cody Cawley (Kaw); 2. Shane Chapman; 3. Robert Zahara (Yam).

80 NOV: 1. Joel Howard (Hon); 2. Eric Belshaw (Yam); 3. Justin Homan (Yam).

80 INT: 1. Rod Tapia (Suz); 2. Matthew Schwiger (Yam).

125 NOV: 1. Doug Leach (Kaw); 2. Joey Belshaw (Yam); 3. Jay Marcell (Hon).

125 INT: 1. Jeff Jacobson; 2. Jason Crandell (Suz); 3. Jim Cottet (Suz).

125 EX: 1. Lance Smail (Kaw); 2. Wayne Dixon (Hon); 3. John Vanderberg (Kaw).

250 INT: 1. Dan Engelke (Hon); 2. Kevin Miraglio; 3. Jim Myers (Suz).

250 EX: 1. Mike Greenwood (Hon); 2. Jim Pittman (Hon); 3. Wayne Dixon.

OPEN NOV: 1. Dan Jansen; 2. Don Sprague; 3. Jeff Call (Hon).

OPEN INT: 1. Ken Workman (Hon); 2. Mitch Trotter (Hon); 3. Kevin Miraglio.

OTH INT: 1. Ted Abernathy (Yam); 2. Steve Taylor (Yam); 3. Steve Johnson.

OTH EX: 1. Eugene Tom; w. Ken Yorkman (Hon); 3. Mark Conner (Yam).

UTH: 1. Jim Myers (Suz); 2. John Hodges (Hon); 3. Richard Holmes (Yam).

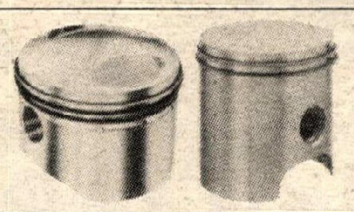


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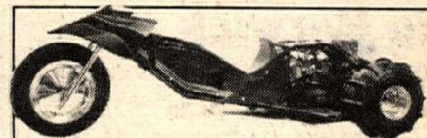
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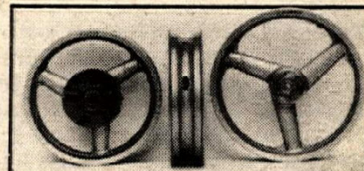
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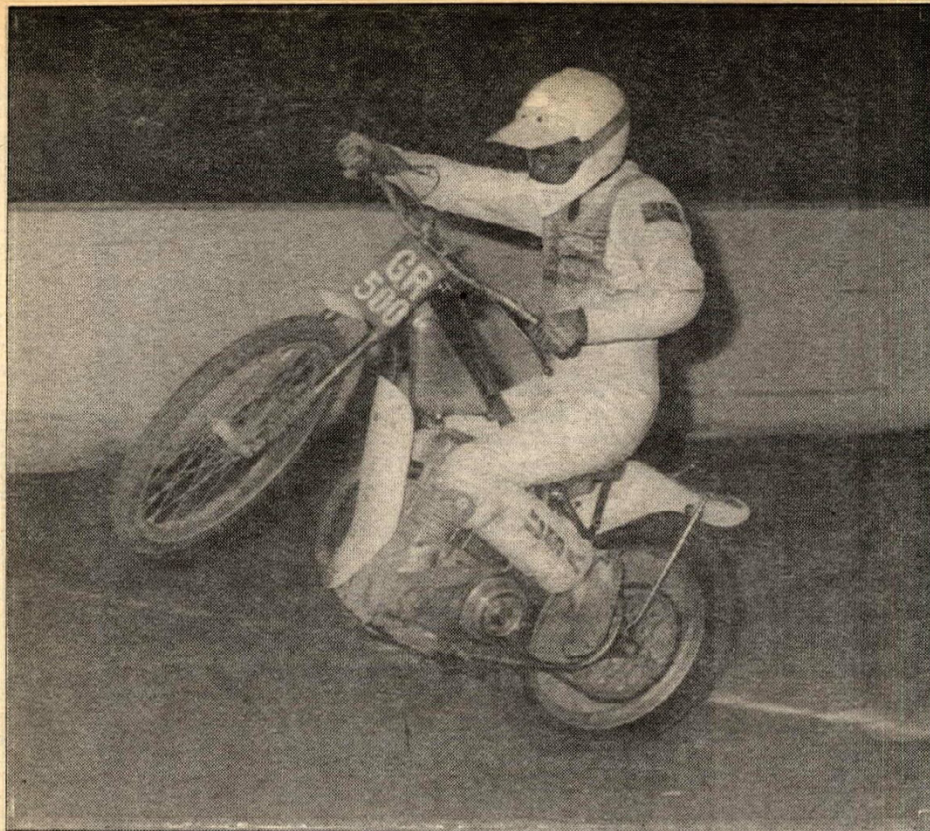
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"Showtime" Bobby Ott styles his way to the Handicap win at Ascot's South Bay Stadium in Gardena, California.

Pfetzling picks off Ascot Spwy win

By Scott Daloisio
GARDENA, CA, SEPT. 11

A large crowd of fans gathered to watch the festivities at Chris Agajianian's Ascot South Bay Stadium Thursday evening. What they saw was some great racing and an eye-popping bikini contest at intermission. The girl who won the title of Miss South Bay Stadium had a killer smile and then some, but the person with all the right moves was Robert Pfetzling as he powered his Weslake to his fifth South Bay Stadium Scratch main win of the 1986 season.

Valvoline/O'Neal/Simpson/Kalgard/Two Kin Chu-sponsored Pfetzling was mired in the third spot on the first attempt to run the event. That attempt made it as far as turn four of the first lap before second place Keith Chrisco hit leader Steve Lucero, sending them both to the dirt. Both got up and made the restart but Lucero's machine was too damaged to continue and he was forced to borrow a bike from Bobby Schwartz.

On the second try Pfetzling took the gate from starting position three over Chrisco, Lucero and Ronnie Correy. Correy quickly worked his way past Lucero and his unfamiliar bike and he then took Chrisco for second on lap two. From that point on all he had to do was catch Pfetzling but the leader was hooked up and flying. Correy did manage to stay close but he could never mount a serious challenge.

Crowd favorite Bobby Ott, on the Backstreet Limousine Service/STP/Arai Godden, showed some of his old form and dominated the Handicap side of the show. Ott was near the back on the start but he went to the cushion and put on a fabulous show for the fans. He first nabbed third from Brad Oxley on lap two and then finished that lap by passing Andy Northrup for second. Ott then barreled in on leader Ed Castro but as they came into turn three on the third circuit Castro had a rod break. Ott did some masterful riding to avoid Castro and he out-dashed the rest of the pack for the lead. From that point on it was showtime for Ott and he

styled to the victory. Northrup stayed in second to the checkered flag with Oxley third.

Mark Hateley led all the way for the win in Division Two over Don Butler and Jimmie O'Dell.

In Third Division it was Wayne Manchester and his Blair Paving/Nail Network/McClure Trucking/Dave Davis Equipment Weslake outdistancing Dave Perry and James Bond.

The team of Craig Boaler and Harry Harris scored eight of a possible nine points to win the New Zealand Speedway Sidecar main. Second spot with five points went to Cliff Towley and Bill Sanders. All of the competing teams and their bikes are from New Zealand.

Results

SCRATCH: 1. Rob Pfetzling (Wes); 2. Ronnie Correy (Wes); 3. Keith Chrisco (Wes).
HANDICAP: 1. Bob Ott (Gdn); 2. Andy Northrup (Wes); 3. Brad Oxley (Wes).
D-2: 1. Mark Hateley (Wes); 2. Don Butler (Wes); 3. Jimmie O'Dell (Jaw).
D-3: 1. Wayne Manchester (Wes); 2. Dave Perry (Wes); 3. James Bond (Jaw).
SIDE CAR: Boaler/Harris; 2. Towley/Sanders; 3. Power/McDonald.

Heller, Shaffer top DeAnza MX

By T.C. Carson

SUNNYMEAD, CA, SEPT. 14

A large turnout of 125cc Beginners and Novices raided DeAnza Cycle Park today, and when the racing was all over, Honda riders Stan Heller and Paul Shaffer stood out. Heller swept both 125cc Beginner motos, while Shaffer used a consistent 2-1 tally to wrap up the 125cc Novices.

Both classes ran in the same moto with the Novices in the first wave. When the gate dropped for the first 125cc Novice moto, Honda rider Rick Gasper blew into the lead, followed by Heller, David LeFay (Honda), Will Dickson (Kawasaki) and Richard Geraghty (Yamaha). By the end of the first lap, Gasper had dropped back to fifth, giving Heller the lead ahead of LeFay and Dickson. During the second lap, Dickson found the hot line around LeFay taking over the number two position. Not long after, Geraghty decided to get involved in the action and passed LeFay for third and started pressuring Dickson. Two laps later, Geraghty slid into second but couldn't catch Heller.

PHOTO BY SCOTT DALOISIO



Troy Dollansky (201) leads the pack in early 125cc A action from the Midway Recreation Park track in Kellogg, Minnesota.

Heller took the win, followed by Geraghty, Dickson, Randy Danyle and Gasper.

Round two saw Honda-mounted Mike Carr jam into the early lead with Heller glued to his rear fender. Carr maintained his lead for five laps before Heller and Danyle slipped by. Heller held on to his lead for the last three laps taking the win and overall. Second in the moto went to Danyle, ahead of Carr, Geraghty and LeFay.

In the first 125cc Beginner moto, Shaffer shot his Honda into the lead ahead of Greg Reeder (Kawasaki), Lawrence Moroles (Yamaha), Richard Maynez (Kawasaki) and Howard Lund (Yamaha).

Maynez took over second place by the third lap after passing Reeder then set his sights on the leader Shaffer. Maynez stalked Shaffer for the next three laps before shooting him down. Maynez took over the lead and held on for the win, while Shaffer, Moroles, Reeder and Cann followed.

Moto two saw Shaffer take the holeshot again, while Maynez was last. Maynez quickly worked his way up to third; stayed there for most of the race, then dropped back to fifth on the final lap. Lund cruised in second throughout the moto in search of a way around Shaffer but found none. Shaffer took the second-moto win for the overall. Second overall via a 1-5 score went to Maynez.

Fourteen riders lined the starting gate in the Old Timers Novice class; and crossing the finish line in first place both motos was Honda rider Ed Michetti. Michetti's nearest competitor was Yamaha rider Skip Skinner, who placed second both outings. Third went to Kawasaki rider Hilton Raybol with a 3-4 tally.

Results

JR CYCLE: 1. James Otwell (Kaw).
MINI BEG: 1. Stach Kosalka (Suz); 2. Owen Dickson (Yam); 3. Stach Kosalka (Suz).
MINI NOV: 1. Anthony Otwell (Yam); 2. Jonathan Knight (Kaw); 3. Richard Parrent (Kaw).
125 BEG: 1. Paul Shaffer (Hon); 2. Richard Maynez (Kaw); 3. Lawrence Moroles (Yam).
125 NOV: 1. Stan Heller (Hon); 2. Randy Danyle; 3. Richard Geraghty (Yam).
125 INT: 1. Woody Motte (Hona); 2. Buddy Morgan (Hon).
250 BEG: 1. John Meshkoff (Hon); 2. Scott Rippens (Yam); 3. Steve Johnson (Hon).
250 NOV: 1. Mike Michetti (Yam); 2. Garner Palenske (Kaw); 3. David Fox (Hon).
250 INT: 1. Murray Shackelford (Suz).
250 PRO: 1. Lance Gorton (Kaw); 2. Jimmy Palmer (Kaw).
OPEN BEG: 1. Curt Gromewald; 2. Danny Moroles (Yam); 3. Noel Grove (Yam).
OPEN NOV: 1. Mark Crum.
OPEN INT: 1. Rich Callahan (Hon).
OPEN PRO: 1. Richard Wick (Hus); 2. Mike Heers Jr. (Hus).
VET JR: 1. Steve Snook (Mai); 2. Skip Skinner (Yam); 3. Mike Mason (KTM).
VET INT: 1. Tim Hools (Hon); 2. Robert Cooke (Hon).
VET SR: 1. Mark Brooks (Hon); 2. Gregg Humbred (Hon); 3. Alan Rohnabacher (KTM).
OT NOV: 1. Dwayne Boyer (Suz); 2. Howard Oberg (Suz); 3. Dick Doyle (Hon).
OT AM: 1. Ed Michetti (Hon); 2. Skip Skinner (Yam); 3. Hilton Raybol (Kaw).
OT MSTR: 1. Blackie Lewis (Yam); 2. Ron Way (Hon); 3. Marshall Jenkins (Yam).
OT EX: 1. Fred Collins (Yam); 2. George Spearing (Hon); 3. Asker Launkjaer (Suz).

Pearson masters Midway MX

By Rolfe Otterness

KELLOGG, MN, SEPT. 1

Rich Pearson topped a tough field of competitors as he won the 240cc Expert class at the Midway Recreation Park track. Moto finishes of 3-1 left him with the win. Among the other winners at the track were Mini 14-15 ace Robbie Engstrom, Open Expert winner Lee Irvine and Bruce Gates in the special "run what ya brung" class.

Pearson led the pack down the long starting line straight in the first 250cc moto. Team Green star Donny Schmit, riding his 125 just for practice, quickly motored by Pearson and blasted away from the pack. Pearson held second with Dave Henry third and gaining. When Pearson bobbed Henry cruised by. Bruce Gates, another 125-mounted Pro, leapt by Henry in the whoops late in the moto, but Henry held on for first 250cc and the overall win. Pearson and Todd Osman were next to cross the line.

Dana Hunt led from the gate in the second moto, but Pearson got by in a set of small nasty whoops; after that Pearson cruised in for the win. Chris Hughes pushed Hunt for a while then blew by in the same manner that Pearson did in the whoops. Hunt once again fell victim in the same place, as Henry charged by in the same place late in the moto to secure third.

Chad Cunningham and Pat Donaho dueled over the lead in the first Mini 12-13 moto's initial laps. Donaho established control after several laps while Brandon Backes moved up to push Cunningham. Cunningham slid out allowing Backes to take second, but he recovered to hold third over Cory Keeney at the flag.

Eric Metzger pulled the holeshot in the second moto. Donaho went down while challenging for the lead near the end of the first lap. Backes went on to take the win with Cunningham a solid second. Donaho nipped Metzger on the last lap to hold third at the finish.

Results

MINI PEE WEE: 1. Mike Atkinson (Kaw); 2. Craig Cunningham (Kaw); 3. Robbie McDowell (Kaw).
MINI JR: 1. Aaron Carlson (Kaw); 2. Mike Atkinson (Kaw); 3. Casey Staige (Yam).
MINI 12-13: 1. Brandon Backes (Kaw); 2. Pat Donaho (Hon); 3. Chad Cunningham (Kaw).
MINI 14-15: 1. Robbie Engstrom (Kaw); 2. Bill Wagner (Kaw); 3. Chad Cunningham (Kaw).
SPECIAL CLASS: 1. Brandon Hopkins (Kaw); 2. Brian Fern (Hon); 3. Bryan Shiltz (Hon).
SR B: 1. Jerry Schulze (Yam); 2. Rolfe Otterness (Hon); 3. Jerry Bumgardner (Kaw).
SR A: 1. John Tieden (Hon); 2. Tommy McWhorter (Hon).
40+: 1. Jerry Becker (Hon); 2. Richard Peterson (Hus); 3. Jerry Haas (Kaw).
125 B (GRP 1): 1. Corey Donaldson; 2. Corey Moritz; 3. Peter McKeeth (Kaw).

125 B (GRP 2): 1. Chad Clendenen (Hon); 2. Cory Koehnle (Kaw); 3. Rick Johnson (Yam).
125 EX: 1. Donny Schmit (Kaw); 2. Brandon Hopkins (Kaw); 3. David Tait (Hon).
125 A: 1. Troy Dollansky (Hon); 2. David Niemi (Kaw); 3. Todd Lentz (Yam).
250 B: 1. Chris Bense (Suz); 2. Doug Troupe (Yam); 3. Richard Patton (Yam).
250 A: 1. Pat Riley (Yam); 2. Kurt Boemike (Yam); 3. Bruce Danielson (Kaw).
250 EX: 1. Rich Pearson (Hon); 2. David Henry (Yam); 3. Chris Hughes (Hon).
OPEN B: 1. Jerry Schulze (Yam); 2. Glen Novotny (Hon); 3. Earl Kimsey (Hon).
OPEN A: 1. Kurt Boemike (Yam); 2. Larry Welch (KTM); 3. Gary Pangburn (Hon).
OPEN EX: 1. Lee Irvine (Hon); 2. Kirk Anderson (M-S); 3. Mike Nathe (Yam).

Sweeten sours 'em at Middleford ST

By Woody Miller

SEAFORD, DE, SEPT. 11

Camel Pro rider Bob Sweeten made his first appearance this year count as he captured both the 250 and 500cc finals in the weekly short track.

Sweeten held off Roy Collings' advances after 125cc feature winner Rob Smith was disqualified for not taking the cool off lap. Mark Miller put his Honda into third to round out the field.

Smith scored a decisive win in the 125cc feature over Scott Hovatter, who inherited second when Jeff Caudill was overcome by mechanical woes.

Results

125: 1. Rob Smith (Bul); 2. Scott Hovatter (Yam); 3. Jeff Caudill (Suz).
250: 1. Bob Sweeten (Hon); 2. Roy Collings (Suz); 3. Mark Miller (Bul).
500: 1. Bob Sweeten (Rtx); 2. Tom Magee (Bul); 3. Mark Miller (Hon).

Two for Faria at Ventura Spdwy

By Bill Locey

VENTURA, CA, SEPT. 9

For the first time ever, Ventura Raceway ran a quarter-mile speedway show. For "Flyin' Mike" Faria, the winningest rider ever at Ventura, it was business as usual. Faria won both mains for the third time this year, giving him 52 career wins on a Tuesday night.

Young Billy Hamill was leading his Handicap semi when he lost it around turn three, did a 360, and crashed hard. After a few moments, Hamill managed to exit under his own power but didn't return to racing. Faria passed everyone as though they were paintings on the wall on the restart. Another 50-yard line rider, Rob Pletzing, took the other semi over Jim Sisemore. Local Walt Farnum had the race won, but lost it on the final bend and destroyed three hay bales in a stunning, non-injury crash.

The Handicap main rekindled visions of last year as only one 30-yard line rider made the main — Scott Brown. He was tossed out after going down around turn two and bringing out a red flag. The second time, Ed Castro passed everyone quickly and built a huge lead. He led Faria by 40 yards at the white flag, but his bike began to slow. Faria picked off Castro on the final bend as the crowd went nuts.

Scratch racing was considerably less dramatic. Faria, from the fourth starting position, flew around everyone by turn two of the main, and the race was as good as over.

The Second Division main was the opposite of the Division One main — low yardage guys made the main. In a boring but safe race, Duane "Pinky" Blake led it from start to finish.

Results

SCRATCH: 1. Mike Faria; 2. Rob Pletzing; 3. Bart Bast.

HANDICAP: 1. Mike Faria; 2. Ed Castro; 3. Bart Bast.
SECOND DIV: 1. Duane Blake; 2. Archie Perez; 3. Joe Bishop.

Powers storms to Pigeon Forge win

By Terry Cook

PIGEON FORGE, TN, SEPT. 7

Chad Powers won the Senior Mini class at Smoky Mt. Motocross here today as he led from the drop of the gate to the waving of the flag.

Powers took a first moto holeshot and held it. Kevin Campbell on a Yamaha came roaring up to challenge Powers' lead. Campbell's concentration, however, was shocked when Billy Shular on a Kawasaki passed him. Shular picked his line very carefully and blasted by the second place rider. Powers rode on to take the first moto win. Shular and Campbell went head-to-head battling for second; over the jumps and into the turns. Shular pulled out a second place finish in the first moto with Campbell nipping at his heels.

In the second moto the pressure was on the top three finishers. Campbell blasted the holeshot and took the early lead. Powers went into second with Shular in hot pursuit. The competition picked up as Powers and Shular closed the gap on the leader. When the white flag came out the drama unfolded. With Campbell seemingly on his way to claim an overall win, disaster struck. Campbell's Yamaha ran out of gas with only 20 feet to the checkered flag. Campbell quickly jumped off his bike and began pushing as hard as he could. With only three feet to victory Powers came speeding by to take the overall win. Campbell did finish second overall by about two feet over Shular who finished third.

Results

JR MINI: 1. Eric Brandenburg (Hon); 2. Rodney Stephens (Kaw).
SR MINI: 1. Chad Powers (Kaw); 2. Kevin Campbell (Yam); 3. Billy Shular (Kaw).
125 C: 1. Mike Watkins (Kaw); 2. Brian Stringfield (Kaw); 3. Scott Skinner (KTM).
OPEN: 1. Robbie Campbell (Suz); 2. Brian Stringfield (Kaw); 3. Mike Watkins (Kaw).
ENDURO: 1. Michael Shaver (Kaw); 2. Glen Wilhoite (Hon).
OLDIES: 1. Steve Margle (Suz); 2. Larry Finchum (Cag).

Engleke clobbers S.I.R. MX

By Jay Marcell

KENT, WA, AUG. 8

Honda-mounted Dan Engleke used a consistent 1-1 tally to claim the overall victory in the 250cc Intermediate class at Seattle International Raceway. Engleke held off stiff competition by Kawasaki rider Jeff Bonet, who finished second, and Honda pilot Jeff Purcell, who took third.

In the first moto, Engleke torched his Bellevue-sponsored Honda into the lead ahead of Cycle Barn's Bonet, Aaron David, Purcell and Jim Myers. Engleke quickly jumped out to a comfortable lead and held on to his number one position throughout the moto, taking the win. Bonet successfully defended his second spot over Purcell and Myers.

The start of the second moto again saw Engleke and his Honda power into the lead, while Thomas Barkly, Purcell and Davis pursued. It wasn't until the final lap when Davis made his move and dove into the second-place position over Bonet, who had control of second, dropping him to third. At the finish, it was Engleke taking his second win of the day, ahead of Davis, Bonet, Purcell and Myers.

TEAM WINNERS

LEN FALYN

OT AM Win — Delta Park MX

ALLEN GRAVITT

AA Win — Cumberland Mt. Enduro

JOHN PARKER

Sr. B Win — Cumberland Mt. Enduro

KEVIN HENRY

Sacramento MX

BARRY HIGGINS

Open Win — Roberta HS

MILTON GARNER

Rookie 250/500 Win — Roberta HS

SHAWN DEVIN

Open Am. Win — Sissy Run HS



BILL SALTZMAN

Sr. Open Ex. Win — Sissy Run HS

EDWIN SIMS

250 Int. Win — Alaskan MX 9/1 & 9/7

BRUCE STINGLEY

500 Ex. Win — Alaskan MX 8/31 & 9/1

BRIAN RAYMOND

Jr. Mini Win — Indian Creek MX

MIKE KAPPELMANN

Open Am. Win — Colorado MX

BRIAN HILL

Open Nov. Win — Ross Downs MX



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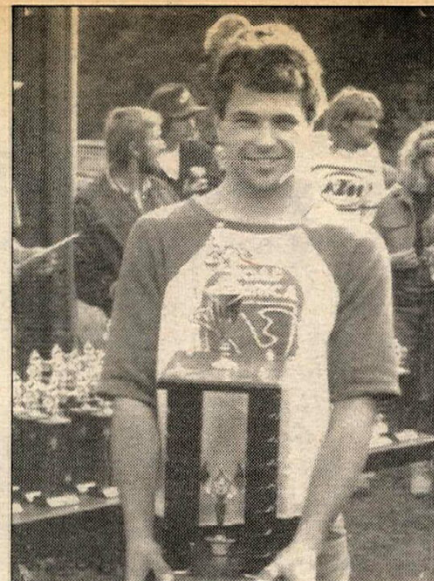


PHOTO BY KEVIN S. MITCHELL

Brian Lohman took the overall at the Whitetail Enduro.

Results

PEE WEE: 1. Paul Conner (Yam); 2. Kris Conner; 3. Chase Carter (Suz).
60 BEG: 1. Ryan Yocum; 2. Jeff Backus.
60 INT: 1. Zach Taylor (Kaw); 2. Aaron Schweiger (Kaw).
80 NOV: 1. Joe Delvecchio (Suz); 2. Mike Kohen (Kaw); 3. Eric Belshaw (Yam).
80 INT: 1. Matt Schweiger (Yam); 2. Michael Hurst; 3. Tod Tapia.
125 NOV: 1. Jay Marcell (Hon); 2. Alex Liptack (Yam); 3. Ron Heath (Suz).
125 INT: 1. Jeff Jacobson (Yam); 2. Eddie Garrish; 3. Gary Willson.
125 EX: 1. Lance Smail (Kaw); 2. John Vandenberg (Kaw); 3. Jamie Richardson (Hon).
250 NOV: 1. Jeff Taggart; 2. Ralph Severson (Suz); 3. James Stockburger.
250 INT: 1. Dan Engleke (Hon); 2. Jeff Bonet (Kaw); 3. Jeff Purcell (Hon).
250 EX: 1. Lance Smail (Suz); 2. Jim Pittman (Hon); 3. Wayne Dixon.
OPEN NOV: 1. John Murphy (KTM); 2. Gary McManus; 3. Tony Miller (Hon).
OPEN INT: 1. Scott Smith; 2. Ken Workman (Hon); 3. Mike Rautenberg.
OPEN EX: 1. Steve Taylor; 2. Ted Abernathy (Yam); 3. John Murphy (KTM).
OT: 1. Al Anderson; 2. Charlie Paska; 3. Duane Rice.
OTH EX: 1. Ken Workman (Hon); 2. Charlie Kestlin; 3. Eugene Tom.
UTH: 1. John Hodges (Hon); 2. Dennis Gores; 3. Jeff Purcell.

Lohman wins Whitetail Enduro

By Kevin S. Mitchell

PRUDENVILLE, MI, SEPT. 7
Brian Lohman rode his Lake Cycle Husqvarna 250, dropping just four points, to his first-ever overall victory at the first annual Whitetail Enduro, hosted by Houghton Lake Enduro Riders and Lansing M.C..

The first loop headed towards U.S. 27 west of the starting area. Approximately 4.0 miles out was the worst mudhole of the entire enduro, followed by check one. Most of the riders had little trouble in the mudhole, as they ranged from zeroing the check to five minutes late. After the second check, the riders were run through a difficult water crossing, in some places it was gas-tank deep.

The last section of the enduro was probably the toughest of the whole ride. In one section, there was about a six-foot deep ditch, approximately 20 feet wide, and running across it was a three-foot wide wooden bridge. Phil Peters Jr., riding in his first-ever off-road event, got halfway across and fell off. "The bottom was full of logs and stumps with about two feet of water," said Peters. "I thought my ride was over, but I restarted my bike and went halfway up and pulled it out the rest of the way." Peters wound up dropping 39 points, good enough for first place in the 250cc C class.

A few miles from the finish, a mudhole caught Galen Voss, who stalled his bike. This ended up costing Voss two points at check eight, but still finished fifth in the 250cc A class.

Jim Byne finished high-point Ex-

pert with a score of six, and J. Keyes finished high-point B with 10.

Results

125 A: 1. D. Phelps; 2. A. Fredrickson.
OVERALL: 1. B. Lohman; 2. J. Byne; 3. M. Keen.
WOMEN: 1. J. Sape; 2. E. Malott.
125 B: 1. P. Krey; 2. H. McAllister; 3. L. Brown.
200 A: 1. L. Korsog; 2. L. Hunt; 3. L. Gibson.
200 B: 1. G. Christopher; 2. B. Layher; 3. A. Bohreny.
200 C: 1. T. Kramer; 2. R. Brown; 3. K. Wozniak.
250 A: 1. B. Malott; 2. P. Waldie; 3. B. Barnes.
250 B: 1. K. Allen; 2. B. Parrot; 3. B. Dittenber.
250 C: 1. P. Peters; 2. D. Cornett; 3. R. Stepanain.
OPEN A: 1. D. Grizwold; 2. D. Metz; 3. L. Owens.
OPEN B: 1. R. Robert; 2. F. Fischmeister; 3. R. Howery.
OPEN C: 1. C. Murphy; 2. F. Patterson; 3. R. Foltz.
FOUR-STROKE A: 1. R. Dolata; 2. D. Westendorf; 3. F. Abney.
FOUR-STROKE B: 1. R. Weaver; 2. D. Hodge; 3. F. Phillips.
EX: 1. M. Keen; 2. A. Randt; 3. R. Schjarphorn.
SR 40 A: 1. C. Scharnhorn; 2. M. Hempstead; 3. P. Lillemoen.
SR 40 B: 1. R. Boals; 2. J. Bombyk; 3. H. Hall.
SPR SR: 1. G. Gordon; 2. R. Shardhorn; 3. G. Canfield.

McLean doubles Hurricane Hills MX

By Thom Veety

CLIFFORD, PA, AUG. 31
Stamford, Connecticut's Dave McLean won all four motos in the 250cc and Open Expert classes at Hurricane Hills Sports Center's Labor Day weekend race.

Marc Lachowitz grabbed the early lead in the first 250cc Expert moto with Chris Coleman, Rob Eichlin, McLean and Kevin Heslin in hot pursuit. McLean was on the gas and disposed of Eichlin, as Coleman left the race with bike problems. At the end of the second lap, McLean had the lead and held it for the win. Eichlin took second ahead of Lachowitz, Jerry Seip, Kevin Heslin and Dawson Ransome, who was running his first Expert race after taking a National 250cc Amateur Championship at Loretta Lynn's.

Moto two again saw Lachowitz take his Kawasaki to the front of the pack with McLean in second ahead of Eichlin, Coleman, Dawson, Spohn and Jerry Seip. Lachowitz was able to hold off McLean's attempts to pass until late in the moto. McLean took over first with a lap to go and took the win. Lachowitz settled for second ahead of Eichlin, Seip and Heslin.

Jerry Seip took the early lead on his Honda in the first Open Expert moto with McLean running second ahead of Deon Houtz, George List and Chuck Weinberg. McLean overshot a berm and Houtz and Weinberg moved by before he could recover. McLean was on the gas and by the end of lap four, taking over the lead and dropping Seip to second ahead of Weinberg, List and Houtz. They finished in the same order.

Moto two had Don Houtz take the early lead with Weinberg in second ahead of McLean, Seip, List and Sorenson. Houtz held out for a couple laps before dropping out with bike problems. McLean was in front with Weinberg, Seip, Sorenson and List still in the hunt. McLean built his lead with each lap and took an easy win over Weinberg. List moved into third with Sorenson and Mike Ebert rounding out the top five.

Kawasaki-mounted Mark Lachowitz held off a hard charging Chris Coleman to take the first moto win in 125cc Expert action. Barry Carsten took third ahead of Steve Desiderio and early leader Peter Hichens.

Moto two saw Lachowitz grab the early lead with Coleman again in second ahead of Carsten, Hichens and Bob Kelly. Lachowitz and Coleman battled wheel-to-wheel for three laps before Coleman crashed and was forced to drop out for the day. Then it was Carsten's turn to try and get by Lachowitz. But it was no go as Lachowitz held on for his second win of the

day. Carsten took second followed by Hichens, Desideri and Brian Carroll.

Results

80 JR: 1. Shawn Martin (Hon); 2. Jason Propochak (Kaw); 3. Attuti Stout (Hon).
60 JR: 1. Andy Fallon (Kaw); 2. Scott Rockwell (Kaw); 3. Chad Kresge (Kaw).
80 AM: 1. Jason Atkinson (Kaw); 2. Scott Eggleton (Hon); 3. Todd Borelli (Hon).
80 EX: 1. Mike Dries (Kaw); 2. Jeff Yagloski (Yam); 3. Eric Bow (Kaw).
SR EX: 1. Bud Kozimor (Yam); 2. Thomas Brennan (Hon); 3. Joe Yagloski (Yam).
SS: 1. Erick Guenkel (Yam).
SR AM: 1. Joseph Marino (Hon); 2. Donald Wiswall (Suz); 3. Donald Miller (Suz).
125 EX: 1. Mark Lachowitz (Kaw); 2. Barry Carsten (Yam); 3. Peter Hichens (Hon).
125 AM: 1. John Walton (Yam); 2. Mike Dries (Kaw); 3. Bill Frank Jr. (Kaw).
125 NOV: 1. Andy Partis (Kaw); 2. John Lyons (Kaw); 3. Brian Miller (Kaw).
250 EX: 1. David McLean (Hon); 2. Mark Lachowitz (Kaw); 3. Robert Eichlin (Kaw).
250 AM: 1. Jeff Allen (Kaw); 2. Kenneth Hull (Suz); 3. Dave Daub (Kaw).
250 NOV: 1. James Dewitt (Hon); 2. Howard Brennan (Yam); 3. David Drake (Suz).
OPEN EX: 1. David McLean (Hon); 2. Chuck Weinberg (KTM); 3. George List (Kaw).
OPEN AM: 1. Michael Frank (Kaw); 2. Jim Kozimor (Kaw); 3. Matthew Forman (Kaw).

Knott secures win at Stepp Mill MX

By Loren Williams

DEMING, N.M., SEPT. 5

On a wet and rainy day at Stepp Mill Motocross, Honda-mounted Larry Knott claimed the Enduro class win in what many thought was the best racing of the day. Yamaha rider John Langston finished second, ahead of Kawasaki rider Jeff Jefferson.

The extremely muddy track made for super slow lap times, and in the Enduro class, it looked as though Langston would keep his winning streak alive after winning his qualifier. In the main, Langston was handily leading until the sloppy track got the best of him. He crashed letting Knott and 250cc C rider Philip Rice slither on by. Langston recovered and set after Rice. As the two riders aimed for the double jump, Langston elected to ride through the jumps, while Rice tried to clear 'em in one lead. Rice paid the price of the risk and crashed out of contention. Knott finished up with the win, ahead of Langston and Jefferson.

Honda rider Mike Brown claimed double class wins for the day, topping both the 80cc (13-16) Senior Mini class and the 125cc C division.

Results

PEE WEE: 1. Bo Shannon (Kaw); 2. Willie Ables (Kaw); 3. John Yoakum (Kaw).
MINI JR: 1. Skeeter Bowen (Kaw); 2. James Hardy (Kaw); 3. Brian Thomas (Kaw).
MINI SR: 1. Mike Brown (Hon); 2. Dabney Bowen (Kaw); 3. Alan Hall (Hon).
125 C: 1. Mike Brown (Hon); 2. Chris Tucker (Yam).
250 C: 1. Bobby Gilbert (Hon); 2. Philip Ric (Hon).
NOV: 1. Allen Wood (Kaw); 2. Tudor Hall (Kaw); 3. Rodger Guthrie (Yam).
ENDURO: 1. Larry Knott (Hon); 2. John Langston (Yam); 3. Jeff Jefferson (Kaw).

Black attacks Perris Doublecross Grand Prix

By David Procida

PERRIS, CA, SEPT. 1

Round seven of the Neo Oil-sponsored Doublecross Series at Perris Raceway was almost a replay of round six in the 250cc Expert/Pro class, where Suzuki-mounted Jerry Black captured the win ahead of Joey Tuttobene and Bob Ashleigh.

Sinasalo-sponsored Black stole the holeshot at the start of the GP on a track that resembled more of a supercross course, having over 25 jumps and three tabletops. Tuttobene stayed close to Black for the first few laps before running into lapped traffic. Black almost bailed one time when



PHOTO BY THOM VEETY

Jeff Allen flies to the win in the 250cc B class at Hurricane Hills.

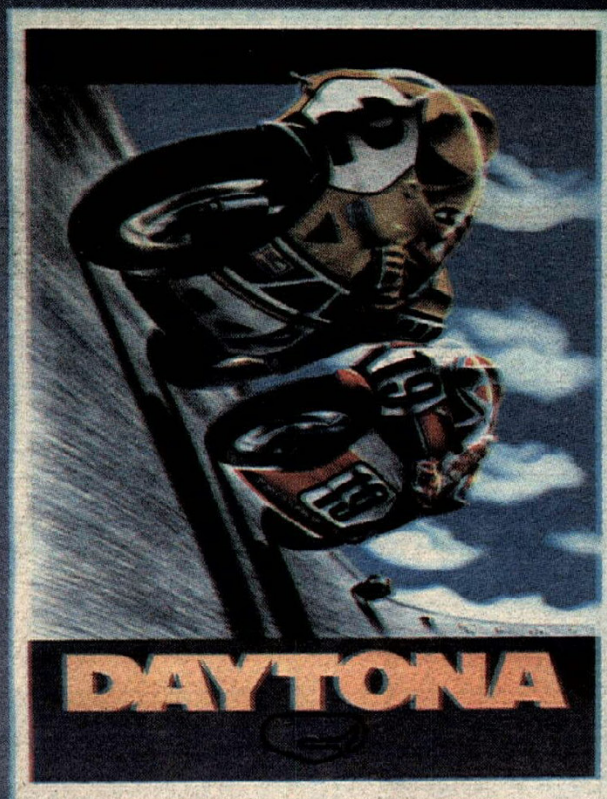
he fell off the side of his motorcycle, took two steps and hopped back on the saddle to avoid hitting a slower rider, who fell right in front of him. At the end of the race, Black had developed a one-minute lead over Tuttobene and Ashleigh.

Malcolm Smith-sponsored Craig Canoy used his Pro-Circuit CR125 Honda to win the 125cc Expert/Pro class by leading from start to finish. He seemed to be out for a Sunday ride, as he tripled the quad jumps, styled over the tabletops and floated through the whoops on his way to a effortless win.

Honda-mounted Kinney Jones took the overall in the Vet 250cc Expert class, but right behind him, waiting for an opening was Terry Davis. The Honda duo pulled away from the pack and third place Barry Porter, on a Yamaha. First Open Vet Expert was Jim Fishback followed by Jim Hawkins.

Results

MINI BEG: 1. Eric Haug; 2. Ryan Johnson; 3. E.J. Wright.
MINI NOV: 1. Jeremy McGrath; 2. Raymond Hendsley; 3. Mark Ehrhardt.
MINI AM: 1. Scott Takacs; 2. Joel Tarkarsky; 3. Brent Boyer.
WOMEN BEG: 1. Angie Sellers; 2. Tami Jordan; 3. Brenda Pierce.
WOMEN NOV: 1. Lori Hedstrom; 2. Kathy Jo Erhp; 3. Kelley Naylor.
WOMEN AM: 1. Michelle Bailes; 2. Sherry Fogerty.
WOMEN EX: 1. Karen Leitingner; 2. Sherry Lowery; 3. Lisa Peterson.
200 BEG: 1. Ron Jennings; 2. Derek Conner; 3. Dannon Burg.
200 NOV: 1. Jeff Fine; 2. Juistin Souza; 3. Mike Norman.
200 AM: 1. Buddy Morgan; 2. Jon Levey; 3. Pat Purnell.
200 EX: 1. Craig Canoy; 2. Bill Scott.
250 BEG: 1. Greg Berg; 2. Anthony Arthur; 3. Randy Martin.
250 NOV: 1. Tad Cates; 2. Andy Barth; 3. Scott Hoffman.
250 AM: 1. Kenny Maddux; 2. Buddy Morgan; 3. Kevin Montgomery.
250 EX: 1. Jerry Black; 2. Joey Tuttobene; 3. Bob Ashleigh.
500 BEG: 1. Charles Lamson; 2. John Jaroin; 3. Leo Kilman.
500 NOV: 1. Jim McGrath; 2. Mark Gibbs; 3. Jeff Neely.
500 AM: 1. Luc Deley; 2. Ray Groom; 3. Clark Coleman.
500 EX: 1. Randy Norman; 2. Rick Lee; 3. Jim Fishback.
4-STR BEG: 1. Eric Lewis; 2. Gary Moore.
4-STR NOV: 1. John Kerney; 2. Mike Musby; 3. Bob Leppold.
4-STR AM: 1. Terry Woody; 2. Mark Hall; 3. Ric Vanderden.
4-STR EX: 1. Roger Hurd; 2. Scott Clifton.
200 VET NOV: 1. Ed Moore; 2. Dale Pickard; 3. Chris Tuttubene.
200 VET AM: 1. Jim Larson; 2. Alan Gerkey.
250 VET BEG: 1. Edward Hitchcock; 2. Doug Smith; 3. John Gill.
250 VET NOV: 1. Craig Cortner; 2. David Flynt; 3. David Procida.
250 VET AM: 1. Dennis Boulware; 2. Chuck Duran; 3. Allan Egbert.
250 VET EX: 1. Kinney Jones; 2. Terry Davis; 3. Barry Porter.
OPEN VET BEG: 1. Richard Stueike; 2. Dick



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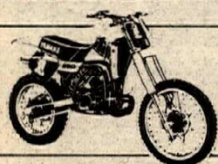


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PHOTO BY EDWARD STOVIN



Tom Hamann, although still getting used to his Yamaha TY350, placed third Expert at the Plonkers Trial in Cactus Flats, California.

Cressy: 3. Dennis Andre.

OPEN VET NOV: 1. Keith Long; 2. Myron Lapka; 3.

Paul Ondas.

OPEN VET AM: 1. Mark Kid; 2. Monte Pritchett; 3.

Bruce Bailes.

OPEN VET EX: 1. Jim Fishback; 2. Jim Hawkins.

200 SR BEG: 1. Roger Peterson; 2. Marland

McManus.

200 SR NOV: 1. Chris Tuittobene.

250 SR AM: 1. Clive Cheffins; 2. John Mittendorf;

3. Dennis David.

250 SR EX: 1. Steve Bussell.

OPEN SR BEG: 1. Jerry Black Sr.; 2. Jim Chizmar.

Webster tops Cactus Flats Trial

By Edward Stovin

CACTUS FLATS, CA, SEPT. 7

Paul Webster edged Dave Pyle by one clean to win the Plonker's Back to School Trial in Cactus Flats, California.

Warm air, round rocks and cactus greeted a friendly crowd of trials enthusiasts who made the trek to this acclaimed trials area near Big Bear. The loop consisted of 10 rocky sections and was to be ridden three times. At the end of the first loop, the first four Experts were separated by a scant two points and two cleans. Yamaha-mounted Paul Webster had the best score with 21 points and 3 cleans, followed by Greg Bentonte with 22/1, Dave Pyle with 23/2, and Tom Hamann with 23/1.

Loop two saw Pyle score one point better than Webster, but Webster still held a narrow lead. The third and deciding loop saw Pyle again achieve the lowest score with 11 points and four cleans to Webster's 12 points and four cleans. Adding up the points showed Webster and Pyle tied for first with 48 points each. Breaking the tie was Webster and his nine perfect sections to Pyle's eight. Third place Expert went to up-and-coming rider Tom Hamann, who got the best score (a one) on a scary, rock-ro-rock leaping section seven that all the other Experts received either a three or five on. Fourth place Expert went to TY350-mounted Greg Betonte.

Results

EX: 1. Paul Webster (Yam); 2. Dave Pyle (Fan); 3.

Tom Hamann (Yam).

SR ADV: 1. Art Webster (Yam); 2. Gary Conra

(Yam).

INT: 1. Thom Engelhardt (Yam); 2. Pete Crof

(Yam).

SR INT: 1. Craig Hunter (Fan).

NOV: 1. Kurt Roll (Yam); 2. Dave Whittle (Yam).

SR NOV: 1. Mick Vanaman (Yam); 2. Dave Stan

ley (Yam).

KIDS: 1. Brian Hannon (Yam); 2. Jim Collin

(Yam).

BEG: 1. Mark Miller (Yam); 2. Bruce Dehaver

(Hon).

SR BEG: 1. John Collins (Hon); 2. Del Harland

(Yam).

Horton lands Lakeside MX win

By Joe Milian

BASTROP, TX, AUG. 31

Paul Horton showed his old form by winning the 250cc Intermediate class today at Lakeside MX.

Horton emerged victorious after a two moto skirmish with veteran Kawasaki pilot Hank Hodes. He took the first heat with ease, as Shawn Clevenger held off Hodes' advances to place second. Hodes almost looped his bike at the start, as he mistimed the gate and wobbled down the start-straight at the rear of the pack. Dispatching Brian Phillips and Weldon Hubbard on the last lap of a tiring ride, Hodes finished far back in third place. His second start was much smoother, the lead belonging to him through the first two turns. Horton, however, had other ideas about who should get the attention, as he blew by Hodes on the outside of turn three and streaked away for the top trophy.

Hodes had an easier time of it in the Open Intermediate class, as favorite Jimmy Kollman had an off night. With Mikey Kollman on the sidelines with a shoulder separation, Michael Weathers had an excellent opportunity to move up in the standings, but his ill-fated attempt to clear the final three obstacles of "Beckham's Back Breakers" put him into the weeds and out of contention on the third lap of round one. Cody Mitchell put in an exceptionally smooth performance in capturing the runner-up spot, con-

stantly pressuring the somewhat erratic Hodes.

Expert action featured an exciting two-heat exhibition of close-formation flying by Jerry Farmer and James Killion in the 250cc class. Although Farmer's tally for the day was 1-1, the overall outcome was decided midway through moto two, as Killion slid out in a slick turn while enjoying a comfortable lead. So large was their cushion over the remainder of the competition that Farmer, upon encountering the unfortunate Killion, paused in his chores to give the downed rider a gentle nudge with his front tire and whisper a few words of encouragement. Grinning sardonically, Farmer later stated that he was "trying to help the boy up out of the mud, you know, just being of assistance to a fellow pilgrim." Killion finally struggled to an upright position and motored home quietly ahead of a rapidly-closing Gary Stevenson.

Results

MINI MINI: 1. Clint Latham (Kaw); 2. Dustin Traylor (Kaw); 3. Brian Cestrick (Kaw).

MINI BEG: 1. Toby Steele (Yam); 2. Billy Baldwin (Kaw); 3. Chris Shugart (Hon).

MINI JR: 1. Rowdy Flanagan (Kaw); 2. Shawn Abraham (Kaw); 3. Eric Gartman (Hon).

MINI SR: 1. Tyler Larson (Yam); 2. Jason Krempin (Kaw); 3. Jerry Gibson (Kaw).

125 BEG: 1. James Drain (Kaw); 2. Eric Hoy (Suz); 3. Bradley (Gray) (Yam).

250 BEG: 1. Mark Marshall (Hon); 2. John Reine (Hon); 3. Glenn Outon (Hon).

125 STK: 1. Kirk Clovis (Hon); 2. Eric Hoy (Suz); 3. Rick Campbell (Kaw).

125 NOV: 1. Xavier Vasquez (Kaw); 2. Kirk Clovis (Hon); 3. Jeff Barnard (Hon).

250 NOV: 1. Dave Fluchel (Kaw); 2. Emerson Lee (Yam); 3. David Bauser (Yam).

125 STK: 1. Kirk Clovis (Hon); 2. Eric Hoy (Suz); 3. Rick Campbell (Kaw).

OVER 30: 1. Mike Farmer (Yam); 2. Don Hicks (Hon); 3. Ralph Rust (Hon).

VET: 1. Richard Stelter (Hus); 2. Smokey Joe (Yam); 3. Walt Zettner (Hon).

125 INT: 1. Troy Dungey (Hon); 2. Shawn Clevenger (Hon); 3. Chris Deas (Kaw).

250 INT: 1. Paul Horton (Hon); 2. Hank Hodes (Kaw); 3. Shawn Clevenger (Hon).

OPEN INT: 1. Hank Hodes (Kaw); 2. Cody Mitchell (Mai); 3. Jimmy Kollman (Yam).

125 EX: 1. Jack Beckham (Cag); 2. Robert Tie-mann (Hon); 3. Scott Renick (Hon).

250 EX: 1. Jerry Farmer (Hon); 2. James Killion (Yam); 3. Gary Stevenson (Hon).

All British Meet Motorcycle Show

By Leo Levis

OVERLAND PARK, KS, AUG. 29-31

This is the fifth year the All British Car Club Association has held its All British Meet, but new for 1986 it also included motorcycles. It seemed many of today's owners of British cars were yesterday's riders of British motorcycles so the idea of adding motorcycles met with overwhelming approval. The next question that arose was, in addition to having a show and swap meet for the cycles, what else could they do? To be specific, what could the motorcyclist do while the automobilist was competing in the autocross? This problem was quickly solved by having a motorcycle field meet.

Saturday afternoon's field meet consisted of four events starting with a contest to see how many times a competitor could start his engine (and stop it again) in one minute. This was followed by a bean bag toss. Next came trying to balance ping pong balls on top of traffic cones and when a tie developed it was solved by picking up the ping pong balls from the traffic cones. The final event was a slow race. The overall field meet winner was Steve Spencer. Sunday was judging day and the judges had quite a job before they came up with the following results.

Results

BEST IN SHOW: 1. Karl Grant ('79 Tri).

PEOPLE'S CHOICE: 1. Doug Rollert ('57 G-S).

BEST PRE-WAR: 1. Barton Otti ('40 BSA).

BEST CLASSIC: 1. Barton Otti ('52 Tri).

BEST POST CLASSIC: 1. Charles Pruett ('79 Tri).

BEST CUSTOM/CAFE: 1. Jay Hahner ('74 Tri).

BEST COMPETITION: 1. Jerry Barger ('71 BSA).

BEST ORIGINAL: 1. Karl Grant ('75 Nor).

BEST RESTORATION: 1. Lonnie Harmon ('64 Tri).

BEST LT-WT: 1. Harold Hoff ('83 Ryl).



PHOTO BY LEO LEVIS

The All British Motorcycle Show was held in conjunction with the All British Auto Show in Seaford, DE.

OLDEST CYC: 1. Leland Cowie ('12 Lev).

WORST GROT: 1. Steve Spencer ('51 Tri).

Smith wins Middleford ST

By Woody Miller

SEAFORD, DE, SEPT. 4

With the absence of Georgie Price, who suffered a broken collarbone a week before, another New Jersey rider took over where he left off. Rob Smith took a wire-to-wire win in the 125cc class over Harold Jersey, who had to ride his 80 when his 125 seized in practice.

Local rider Scott Hovatter picked up a third in only his fourth ride after switching over from ATCs last year. Smith repeated his 125 feat by leading every laps of the 250cc final. Smith got a lot of pressure from local favorite, Roy Collings and his Suzuki-powered mount with Mark Miller putting his Honda in the third spot. In the 500cc final Cam Bartlett spoiled Smith's attempt to become only the second rider in the track history to capture three feature wins in one evening. Smith briefly held Bartlett at bay in the heat, but he was having none of it in the final. Bartlett led every lap to take the win; Smith held a solid second over Kiselnicki.

Results

125: 1. Rob Smith (Bul); 2. Harold Dorsey (Yam); 3. Scott Hovatter (Yam).

250: 1. Rob Smith (Bul); 2. Roy Collings (Suz); 3. Mark Miller (Hon).

500: 1. Cam Bartlett (Hon); 2. Rob Smith (Bul); 3. Tom Kiselnicki (Yam).

Smail slugs 'em at Kent MX

By Jay Marcell

KENT, WA, AUG. 29

Federal Way Cycle Center's Lance Smail led wire-to-wire in the 125cc Expert class today at the final round of the Seattle International Raceway Motocross Series.

Smail took the first moto win ahead of teammates Jason Norton and John Vandenberg with Kawasaki-mounted Tom Kittelman finishing fourth ahead of Jamie Richardson. In the shortened second moto, Norton took the win over Vandenberg, Richardson, Kittelman and Smail. Smail's 1-5 tally, however, was good enough for the overall win.

The first moto of 250cc Expert action went to Wayne Dixon followed by Smail, Jim Pittman and Mike Johnson. Smail had gone off

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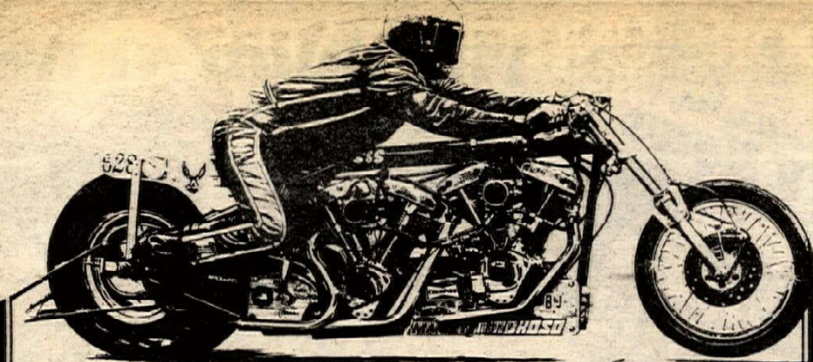
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the course and had not re-entered where he exited and was docked a lap because of it. This dropped him to fifth place. The second moto, however, was all Smail. Pittman worked his way up from a bad start to take second.

In Open Expert action Pittman took the overall via his 1-1 tally with David Rhoades' 2-2 taking second.

The first 125cc Novice qualifier one was won by Ale Liptack followed by Mark Kasting, Kelsey Morse, Terry Bland and Keith Knight. Qualifier two was won by Mike McMillan, with Jay Marcell second, Kawasaki-mounted Doug Leach, Cory Klasen and Brian Kibby following. The consolation was won by Joey Belshaw and Suzuki-mounted John Bieger took the consolation trophy.

In the first moto Marcell led start-to-finish with Liptack taking second followed by Morse, Klasen, Knight, McMillan, and Sean Finney. In the second moto Marcell again led wire-to-wire followed by McMillan, Belshaw, Klasen and Knight.

Moto one of the 125cc Intermediates was led by Billy Radcliffe until the last lap when Jeff Jacobson passed and took the win. Jim Cottet finished third ahead of Jason Crandell and Gary Wilson. In the second moto Radcliffe led wire-to-wire followed by Jacobson, Cottet, Wilson and Ron Wallace.

Results

50: 1. Paul Conner; 2. Kris Conner; 3. Chase Carter.
60 BEG: 1. Jeff Backus; 2. Ryan Yocum.
60 INT: 1. Aaron Schweiger; 2. Zack Taylor.
80 BEG: 1. Brett Bierek (Kaw); 2. Mark Koehn (Kaw); 3. Bret Lindley.
80 NOV: 1. Joe Delvecchio (Suz); 2. Joel Howard; 3. Mike Koehn (Kaw).
80 INT: 1. Rod Tapia; 2. Mike Hurt.
125 NOV: 1. Jay Marcell (Hon); 2. Mike McMillan (Hon); 3. Joe Belshaw (Yam).

Kelly takes Moroso RR win

By Joe McKay

WEST PALM BEACH, FL, AUG. 24 Miami's "Champagne" Billy Kelly took the overall win in the 90-minute Endurance race as Doug Chancey, rode his GSXR-1100 to Production One honors and Georgia's Mike Harth piloted his GSXR750 to a win in Production Two.

The 90-minute Endurance race started with over 50 riders in the usual LeMans-style start. Tom Stevens riding the Team Miami Vice/Speed and Sport/Airbrite/Larry's Auto Parts/GSXR1100 took the early lead and managed to hold onto it for the first seven laps. On lap eight, Kelly, riding his FZ750 with Bryon Schwing also on an FZ right behind, managed to slip by Stevens to take over the lead. Kevin Blais and Rick Jackson both from Miami and riding 900 Ninjas were running fourth and fifth overall at the halfway mark. With four laps to go Kelly went down in turn two and lost a couple of laps before he got started again. At the flag it was Kelly with the win, shifting his bike by hand. Team Miami Vice finished second with team captain Steve Telder on board. Blais and Jackson finished third and fourth.

Superbike rider Ricky Orlando took an early lead in the Production One race with Doug Chancey and Scott Cantrell several bike lengths behind. With three laps to go Cantrell drafted past Orlando for the lead. On the last lap Chancey drove out of turns three and four and drafted past a very surprised Orlando. He then proceeded to pass Cantrell at the end of the long back straight. At the checkered flag it was Chancey, Cantrell, and Orlando.

Mike Harth took top honors in the Production Two race when he got

the holeshot and never looked back. Second place went to Tom Stevens and third to Redline Racing's Rick Miller.

The Formula One race had an early battle going on between John Long, riding Henry DeGouw's TZ750, Cantrell, Kelly and Rick Shaw. By the fourth lap Long had demonstrated his riding ability and left the rest of the field far behind. Cantrell held on for second with Kelly on his rear fender. Shaw was third and Bryon Schwing finished fourth.

The \$1000 Shootout was almost the same. Long was first with Cantrell second, Kelly, Harth and Barry rounding out the top five.

Results

ENDURANCE
OVERALL: 1. Billy Kelly.
CLASS 1: 1. Team Miami Vice; 2. Kevin Blais; 3. Rick Jackson.
CLASS 2: 1. Bill Kelly; 2. Steve Rawls; 3. John Curwick.
CLASS 3: 1. Marc Walsh; 2. Hans Wilson; 3. Mark Dalton.
CLASS 4: 1. Jim Reed.
SPRINTS
PROD 1 EX: 1. Doug Chancey; 2. Scott Cantrell; 3. Ricky Orlando.
PROD 1 NOV: 1. Bill Kranenberg; 2. Tom Heavey.
F-2 EX: 1. John Long; 2. Greg Esser; 3. Pete Madigan.
F-2 NOV: 1. Don Jacks; 2. Hans Wilson; 3. Jim Ronan.
MOD PROD 1 EX: 1. Ron Carter; 2. Mark McQuade; 3. Steve Telder.
MOD PROD 1 NOV: 1. Steve Rawls; 2. Greg Foull; 3. Jim Nibrzydowski.
MOD PROD 2 EX: 1. Bill Kelly; 2. Glenn Barry; 3. Bryan Schwing.
MOD PROD 2 NOV: 1. Robert Curway; 2. Bruce Pogue; 3. Carl Harms.
PROD 3 EX: 1. Terry Dietz; 2. Mark Walsh; 3. Newton Heston.
PROD 3 NOV: 1. Don Jacks; 2. Glenn Perry; 3. Richard Resta.
F-1 EX: 1. John Long; 2. Scott Cantrell; 3. Bill Kelly.
F-1 NOV: 1. Robert Curway; 2. Steve Rawls; 3. Bruce Pogue.
MOD PROD 3 EX: 1. Newton Heston; 2. L. Combs; 3. Pete Madigan.
MOD PROD 3 NOV: 1. Don Jacks; 2. Glenn Perry; 3. Jim Ronan.
MOD PROD 4: 1. Dennis Amicon; 2. G. Flagg; 3. Tom Partigianoni.
BOT: 1. John Szoldrak; 2. Tom Meydt; 3. Gary Sturm.
PROD 2 EX: 1. Mike Harth; 2. Tom Stevens; 3. Rick Miller.
PROD 2 NOV: 1. Robert Curway; 2. Jim McGrath; 3. Bruce Pogue.
SHOOTOUT: 1. John Long; 2. Scott Cantrell; 3. Bill Kelly.

Hall's way at Boise Stadiumcross

By Kid Davis

BOISE, ID, AUG. 19

Yamaha-mounted Mark Hall had almost everything go his way during Owyhee Motorcycle Club's stadiumcross in Boise. Hall motored to the 250cc Expert class win via a 1-2 tally.

In the first race, Hall overcame a three-rider collision to come back and win over Hans Kirschner. In the second moto, however, Hall could only manage a second-place finish after dicing with Corey Barton, who did not finish the first moto. Barton took the second moto win, but Hall wound up with the overall ahead of Kawasaki-mounted Kirschner and Suzuki rider Joel Huskey.

Kawasaki rider Greg Yearsley nailed two class wins after claiming victories in both the Micro and 80cc Beginner divisions. Gary Yearsley topped the Vet Intermediates.

Results

MICRO: 1. Greg Yearsley (Kaw); 2. Jason Rich (Kaw); 3. Casey Anderson (Kaw).
80 BEG: 1. Greg yearsley (Kaw); 2. Chad Rich (kaw); 3. Jason Rich (Kaw).
80 INT: 1. Philip Forbord (Kaw).
80 EX: 1. Jerry Thompson (Kaw).
125 BEG: 1. Scott Kaskel (Hon); 2. Paul Forbord (Hon); 3. Bob Nichols (Yam).
125 INT: 1. John Newhouse (Hon); 2. Brittan Burlingame (Hon).
125 EX: 1. Mike Harris (Hon).
250 BEG: 1. Larry O'Leary (Hon); 2. Curtis Hedges (Yam); 3. Tony Murkle (Yam).
250 INT: 1. Todd Renfro (Yam).
250 EX: 1. Mark Hall (Yam); 2. Hans Kirschner (Kaw); 3. Joel Huskey (Suz).
OPEN BEG: 1. Frank McCutchen (Hon); 2. Bill Dougherty (Hon).
OPEN EX: 1. Rodney Reynolds (Kaw).
VET INT: 1. Gary Yearsley.
VET EX: 1. Joe Cook (Yam); 2. Jeff Murrar (Hon).
POWDER PUFF: 1. Angela Davis (Kaw).

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AMA Road Race Schedule

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Oct. 25/26 — Willow Springs
Oct. 26 — Sears Point

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Calendar

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibility of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

AMA National Championship Enduro Series

10/19 Oklahoma City, OK
10/26 Bear, DE
11/2 Red Mountain, CA

AMA National Championship Hare Scrambles Series

10/5 Lynnville, IN
10/12 Bruceton Mills, WV

AMA/AATVA National C'ship Hare and Hound Series

10/19 Reno, NV
11/2 Caldwell, ID
12/6 Rocky Point, AZ

ECEA Championship Enduro Series

10/26 Bear, DE
11/9 Warren Grove, NJ

SCORE Int'l Off-Road Series

11/6-9 Baja 1000
Ensenada, Mexico

Suzuki GSXR National Cup and Honda 500cc Interceptor RR Series

10/4-5 WERA Nelson Ledges, OH
10/4-5 WERA Rockingham, NC
10/5 OMRRA Portland, OR
10/5* AFM Sonoma, CA
10/12-13 WERA Grattan, MI
10/25-26 WERA Oak Hill, TX
*GSXR only

WERA/EBC National Endurance RR Series

10/4 8hr/College Station, TX
10/11 6hr/Pocono, PA
11/7 6hr/Braselton, GA

WERA National Sprint RR Series

10/18-19 Summit Pt., WV
11/7-9 Braselton, GA

Dragbike! National Championship Series

10/4-5 Darlington, SC
10/11-12 Rising Sun, MD
10/18-19 Palmdale, CA
10/25-26 W. Palm Beach, FL
11/1-2 Phoenix, AZ
11/15-16 Gainesville, FL

SERA Championship Enduro Series

10/12 Maylene, AL
10/26 Forest Hills, LA
11/2 Maplesville, AL

IDBA National Championship Drag Racing Series

10/11-12 Birmingham, AL
11/8-9 Baton Rouge, LA

MRAN Desert Series

10/26 Las Vegas, NV
11-16 Las Vegas, NV
12-7 Las Vegas, NV

AFM Road Race Series

10/12 Sonoma, CA
10/25-26* Sonoma, CA
10/25-26 Rosamond, CA
11/22-23* Rosamond, CA
*Endurance

Willow Springs

Toyota/Budweiser Coke Formula USA and Kerker Superbike Series

10/25-26 Rosamond, CA
11/22-23 Rosamond, CA

ARRA Road Race Series

10/4-5 Rosamond, CA
11/1-2 Rosamond, CA
12/6-7 Rosamond, CA
12/20-21 Riverside, CA

AMA/MotoWorld U.S. Endurance RR Championship Series

10/11 500k W. Palm Beach, FL
10/19 250m Daytona Beach, FL

AMA Championship Cup Road Race Sprint Series

10/18-19 Daytona Beach, FL

AAMRR Florida RR Series

10/11-12 West Palm Bch, FL
11/30 West Palm Bch, FL

AAMRR Road Race Series

10/18-19 CANCELED Pocono, PA
*AMA/CCS co-sanction

Northwest M/C Assn. Off-Road Championship

10/19 Bellingham, WA

Northwest M/C Assn. Enduro Series

10/19 Bellingham, WA

WMRRA Road Race Series

10/19 Seattle, WA

SMX Yamaha California Classic Series

10/25 Perris, CA
11/2 Sunnymead, CA
11/9 Perris, CA

Westwood Motorcycle RR Club

10/19 Westwood, B.C.

AMA/Wiseco 100 Miler Hare Scrambles Series

10/12 Bruceton, WV
11/1-2 Tarentum, PA

ADRA Desert Championship Series

10/5 Young, AZ
11/2 Wickenburg, AZ
12/6 Lukeville, AZ

OMRRA Road Race Series

10/5 Portland, OR

WRA Canadian Road Race Series

NESC Championship MX Series

10/5 Loudon, NH
10/12 Southwick, MA
10/19 Middleboro, MA
10/26 Southwick, MA
11/2 Middleboro, MA
11/9 Middleboro, MA
11/16 Middleboro, MA

SCTA Land Speed Record Trials

10/12 El Mirage, CA
11/9 El Mirage, CA

USFRA Speed Trials

10/4-5 Wendover, UT

NHRA Pro Stock Championship Series

10/23-26 Pomona, CA

Missouri Hare Scrambles Championship Series

10/26 Columbia, MO

Virginia Championship Hare Scrambles Series

10/12 Newport News, VA
11/2 Surry, VA
11/16 Rural Retreat, VA

AMA National Championship Hillclimb Series

10/12 Oregonia, OH

Sabine Enduro Circuit Series

10/5 Rockne, TX
10/26 Forest Hill, LA
11/16 Muenster, TX
2/22/87 String Prairie, TX
4/5/87 Thurber, TX
4/19/87 Fort Hood, TX

CMC Dodge Dakota Trans-Cal MX Series

10/4-5 Carlsbad, CA
10/11-12 Dixon, CA
10/18-19 Gardena, CA
10/26 Huron, CA

PRRO Road Race Series

10/26 Phoenix, AZ
12/6 Phoenix, AZ
12/7 Phoenix, AZ

OCTOBER						
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NOVEMBER						
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23	24	25	26	28	28	29
30						

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September 30

CALIFORNIA SPEEDWAY
Ventura Raceway, Ventura Fairgrounds, Ventura. Info 805/985-5433.

October 1

CALIFORNIA MOTOCROSS/DRAGS
• Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA ANTIQUE MC FIELD MEET
El Camino College, Gardena. Info 714/538-0416.

October 2

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont. Info 415/651-2545.
CALIFORNIA SPEEDWAY
Ascot Raceway, Gardena. Info 213/515-5115.
OREGON MOTOCROSS
• Portland Int. Raceway, Portland. Info 503/285-6635.
OREGON MOTOCROSS
Delta Park, Portland, Northwest MX Assoc. Info 503/635-7884.

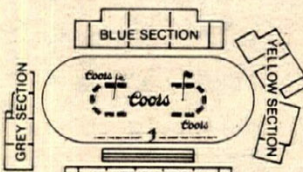
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CRC CALIFORNIA RACE SCHEDULE

ATV Classes At All Events
Oct. 5 — MOTOCROSS
Perris Raceway
Oct. 12 — MOTOCROSS
L.A. County Raceway
Oct. 19 — MOTOCROSS
Glen Helen Cycle Park
Oct. 26 — PRESIDENT'S CUP GP
Sunrise Cycle Park
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Upcoming School Dates:

Oct. 10 — Dixon, CA (Trans-Cal)
Oct. 11/12 — Washougal, WA
Oct. 25/26 — Bakersfield, CA (White Wolf Raceway)
Nov. 1 — Riverside, CA (DeAnza)

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California Schedule

Sat. Oct. 3 Perris
Sun. Oct. 4 DeAnza
Sat. Oct. 11 Perris
Sun. Oct. 12 Perris

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November 15th New Haven, CT Vet. Mem. Col.	November 21st & 22nd Chicago, IL The Rosemont Horizon	November 21st & 22nd St. Louis, MO The Arena
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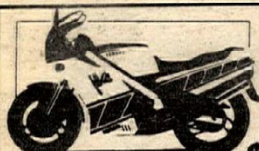
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field. Info 503/283-3773.

October 3

CALIFORNIA MOTOCROSS
● P.A.L. Racetrack, Santa Clara. North
American MX Racing Ent./Chris Haa-
land. Info 408/224-6015.
CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont.
Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-
6116.
CALIFORNIA SPEEDWAY
Orange County Fairgrounds, Costa
Mesa. Info 714/492-9933.
CALIFORNIA AMA SPEEDWAY
Gold County Fairgrounds, Auburn.
Info 916/448-7557.
CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento.
Info 916/363-2653.
INDIANA AMA SHORT TRACK
● Lawrence-Calkins Racing Ent.,
Inc. Info 504/662-7759.
TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville.
Info 817/481-2804.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info
817/540-3813.

October 4

ALABAMA MOTOCROSS
Ashland/Talladega. Coleta Valley
MX. Info 205/354-4586 or 354-2805.
ALABAMA MOTOCROSS
Bessemer. County Line Raceway.
Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX Track, Warrior. Info
205/849-8069.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/
582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info
619/727-1171.
CALIFORNIA SHORT TRACK
● Monterey County Fairgrounds, Mon-
terey. Info 408/449-7367.
CALIFORNIA AMA SHORT TRACK
Hills Ferry Speedway, Newau. Info
408/463-0311.
CALIFORNIA MOTOCROSS
● Cycleland Speedway, Marysville.
Info 916/342-0063.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R &
R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info
912/994-6630.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info
MONTANA MOTOCROSS
Billings MC, Billings. Info 406/252-
216 or 252-7216.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/
463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of
Bridgersville. Info 919/243-4924.
OHIO MOTOCROSS
TNT Sports Promotions, Echo Hills
Ski Center, Logan. AMA Info 614/385-
5555 or 385-5542.
OHIO MOTOCROSS
Delta Motorsport Park, Delta. Glass
City M/C. Info 419/825-1647 or
825-1997.
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Sports Prom. Info 614/753-2169.
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esville. Info 717/458-4420.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd
Promotions, TDTA. Info 817/284-1766
or 433-5587.
TEXAS MOTOCROSS
Lakeside MX Raceway, Bastrop.
TMC. Info 512/681-1407.
WEST VIRGINIA MX AND HS
Middlebourne. Off-Roaders Cycle
Club. Info 304/758-2327.

October 4-5

CALIFORNIA DRAGS
Thundernational. L.A. County
Raceway, Palmdale. Info 707/255-
5786.
CALIFORNIA SAND DRAGS
● Glen Helen OHV Park, San Bernar-
dino. Info 213/868-8112.
OHIO SHORT TRACK CHAMPIONSHIPS
Deerfield Speedway, Deerfield. Info
216/584-8668.
OHIO WERA SPRINTS
Nelson Ledges Road Course, Nel-
son Ledges. Info 803/784-3105.
TEXAS WERA ENDURANCE/SPRINTS
Texas World Speedway Info 803/
784-3105.

October 5

ALABAMA MOTOCROSS
Burnsville MX, Burnsville. Info
205/874-4844.
CALIFORNIA CRC MOTOCROSS
● Perris Raceway, Perris. Info 213/
830-7519.
CALIFORNIA CMC MOTOCROSS
Carlsbad Raceway, Carlsbad. 5th
round of Trans-Cal Series. Info 714/
261-6116.
CALIFORNIA SRA MOTOCROSS
Riverside Raceway, Riverside. Info
714/828-1358.
CALIFORNIA SMX MOTOCROSS
● DeAnza Cycle Park, Sunnymead.
Info 714/582-3482 or 582-2522.
CALIFORNIA CMMC MINI MX
Barona. Oaks Raceway, Ramona.

Info 619/565-2406.
CALIFORNIA ENDURO
Buckhorn Enduro, Redding Dirt Rid-
ers. Redding. Info 916/223-3978.
CALIFORNIA DUAL PURPOSE RIDE
Starts Newhall. Ride into Angeles
Nat'l Forest. Info 805/259-4732.
CALIFORNIA MOTOCROSS
● Argyle Park, Dixon. Info 916/
678-3592.
CALIFORNIA CMC MOTOCROSS
● Sand Hill Ranch, Brentwood. Info
415/634-3328 or 209/524-7013.
CALIFORNIA MOTOCROSS
● White Wolf Raceway, Bakersfield.
Info 805/834-0284.
COLORADO RMTA TRIALS
Gordon Gulch. Info 303/475-2018.
COLORADO RR SPRINTS
La Junta Raceway, La Junta. Colo
RR club. Info 303/450-0478.
COLORADO HILLCLIMB
● CMTRA. State Champ. Canyon City.
Info 303/237-2521 or 238-4899.
COLORADO MOTOCROSS
SRAC/Prairie Hills, Berthoud. Info
303/458-1352.
FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info
904/439-2100.
FLORIDA FTR ENDURO
Tallahassee. Tallahassee Trail Rid-
ers / SETRA. Info 904/926-7282.
FLORIDA MOTOCROSS
Wheelsport, West Palm Beach.
AMA/WorldSports. Info 813/822-
8929.
GEORGIA MOTOCROSS
Echconnex MX, Macon. Info 912/
788-8227 or 956-5420.
GEORGIA SHORT TRACK
Thunder Creek Track, High Falls.
Info 912/994-6630.
GEORGIA MOTOCROSS
Riverside Supercross, Calhoun. Info
404/629-4114.
ILLINOIS ENDURANCE
Midwest Cafe Assn. MCRA/WERA.
St. Louis Int'l Rcw. E. St. Louis. Info
314/521-0341.
INDIANA HARE SCRAMBLES
Black Coal Nat'l. IN-IL-KY Enduro
Riders. Lynnville. Info 812/423-
2710.
IOWA ENDURO
CC Riders MC. Barlett. AMA/D-22.
Info 402/733-7917 or 733-9283.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/
473-7590.
KENTUCKY MOTOCROSS
Ohio Valley Raceway, Louisville.
AMA. Info 502/935-7674 or 922-
4152.
MICHIGAN HALF MILE
Hillsdale Green Acres Racetrack,
Hillsdale. Info 517/357-4456.
MISSOURI MOTOCROSS
Four Seasons Raceway, Joplin. Info
417/781-3841.
MONTANA MOTOCROSS
Billings MC, Billings. Info 406/252-
5588 or 259-5591.
NEW HAMPSHIRE MOTOCROSS
Bryar Motorsport Park, Loudon.
Info 603/413-772-0685.
NEW JERSEY MOTOCROSS
Raceway Park, Englishtown. Info
201/446-6331.
NEW YORK MOTOCROSS
Batavia Motopark, Batavia. WNYSC.
Info 716/343-9130.
NEW YORK TRIALS
Burlingame Road, Cayuta. Info
607/739-4457.
NEW YORK MOTOCROSS
Walden Playboy MC, Clintondale.
Info 914/883-7094.
NORTH CAROLINA MOTOCROSS
Montrose MX, Raeford. Info 919/
875-3805.
OHIO DRAGS
New Waterford Dirt Park, New
Waterford. Info 216/482-2112 or
457-2026.
OHIO MOTOCROSS
Ohio Intl Raceway, Ravenna. Info
216/372-7122.
OHIO MOTOCROSS
Dirt Country MX Park, Blanchester.
Info 513/625-9987 or 791-8970.
OHIO HARE SCRAMBLES
Yellow Jackets MC, east of Uhrichs-
ville. Info 216/364-7781 or 364-2481.
OHIO DIRT DRAGS
New Waterford. Info 216/482-
2112 or 457-2026.
OKLAHOMA MOTOCROSS
South of Tulsa International Race-
way, Tulsa. Tulsa Area Motorsports,
Inc. Info 918/266-6136.
PENNSYLVANIA SHORT TRACK
Trail-Way Speedway, Hanover. Info
717/359-4310.
PENNSYLVANIA MOTOCROSS
Beaver Valley Raceway, Hookstown.
Info 693-2880.
PENNSYLVANIA MOTOCROSS
Hideaway MX Ass., Shipp. AMA/D-
6/7. Info 717/423-6653.
SOUTH CAROLINA MOTOCROSS/HS
Old Switzer Rd, Moore. Info 803/
574-7930.
SOUTH CAROLINA MOTOCROSS
Stepp Mill MX, Riverside Speed-
way, Greenville. Info 704/685-3033.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge.
Info 615/453-4622 or 453-8203.
TENNESSEE MOTOCROSS
Jax MX Park, Milan. Info 901/662-
7123 or 686-0558.
TENNESSEE MOTOCROSS
TMC Park, Portland. Transouth MX
Club. Info 615/824-4506.
TEXAS MOTOCROSS
Beaumont Raceway, Beaumont. Info
409/842-5156.
TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info
712/756-4114 or 273-2336.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info

Info 817/540-3813
TEXAS MOTOCROSS
Austin Motorsports Raceway, Aus-
tin. Info 512/443-7627, 327-5254.
TEXAS MOTOCROSS
Lakeside Motorsport Raceway, Bas-
trop. 512/327-5259.
TEXAS TRIALS
Arlington. NTTA. Info 817/249-
5441.
VIRGINIA MOTOCROSS
White Oak MX, Fredericksburg.
AMA. Info 703/373-0890 or 373-
0840.
WASHINGTON MOTOCROSS
Webb Hills Raceway, Shelton. Info
206/735-1672.
WASHINGTON MOTOCROSS
NWMA. Washougal. Info 206/892-
5441.

October 7

CALIFORNIA SPEEDWAY
Ventura Raceway, Ventura Fair-
grounds, Ventura. Info 805/985-5433.

October 8

CALIFORNIA BMA MOTOCROSS
● Baylands Raceway Park, Fremont.
Info 415/651-2545.
CALIFORNIA MOTORCYCLE DRAGS
● Baylands Raceway Park, Fremont.
Info 415/651-2545.

October 9

CALIFORNIA SPEEDWAY
Baylands Raceway Park, Fremont.
Info 415/651-2545.
CALIFORNIA SPEEDWAY
Ascot Raceway, Gardena. Info
213/515-5115.
OREGON MOTOCROSS
● Portland Int. Raceway, Portland.
Info 503/285-6635.
OREGON MOTOCROSS
Delta Park, Portland. Northwest MX
Assoc. Info 503/635-7884.
WASHINGTON SHORT TRACK
● Clark County Fairgrounds, Ridge-
field. Info 503/283-3773.

October 10

CALIFORNIA MOTOCROSS
● P.A.L. Racetrack, Santa Clara. North
American MX Racing Ent./Chris Haa-
land. Info 408/224-6015.
CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont.
Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-
6116.
CALIFORNIA AMA SPEEDWAY
Gold County Fairgrounds, Auburn.
Info 916/448-7557.
CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento.
Info 916/363-2653.
INDIANA AMA SHORT TRACK
● Lawrence-Calkins Racing Ent.,
Inc. Info 504/662-7759.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville.
Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville.
Info 817/481-2804.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info
817/540-3813.

October 11

ALABAMA MOTOCROSS
● La Fayette. Penton MX. Info
205/864-9448 or 864-9641.
ALABAMA MOTOCROSS
Bessemer. County Line Raceway.
Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX Track, Warrior. Info
205/849-8069.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/
582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info
619/727-1171.
CALIFORNIA CRC KIDURO
Red Mountain. Info 714/689-6114.
CALIFORNIA AMA SHORT TRACK
● Monterey County Fairgrounds, Mon-
terey. R & D Ent./D-36. Info 408/
449-7367.
CALIFORNIA MOTOCROSS
● Cycleland Speedway, Marysville.
Info 916/342-0063.
CALIFORNIA SPEEDWAY
US Nat'l Championship. Int'l
Speedway. Orange County Fair-
grounds, Costa Mesa. Info 714/492-
9933.
DELAWARE AMA SHORT TRACK
Middleford Speedway, Seaford. Info
302/422-4914 or 422-0481.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando.
Info 305/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R &
R Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info
912/994-6630.
Racing. Info 813/986-4950.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info
404/259-3184.
KENTUCKY MOTOCROSS
Scottsville. New Fairgrounds. Allen
County Jayces. Info 502/237-4688.
MISSOURI SHORT TRACK/TT
● Motorsport Raceway, Cape Girar-
deau. Info 314/334-5439 or 334-
7730.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/
463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS

B & B Speedway, 8 miles east of
Bridgersville. Info 919/243-4924.
OHIO SUPERCROSS
● 2 miles so. of Nelsonville. Action
South Carolina POKER RUN
Clemson Cafe Racers. Kawasaki of
Seneca, Seneca. Info 803/882-6787.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd
Promotions, TDTA. Info 817/284-1766
or 433-5587.614/228-0690.

October 11-12

CALIFORNIA MOTOCROSS
Argyll Cycle Park, Dixon. CMC/
Trans-Cal. Info 714/261-6116.
FLORIDA ROAD RACE
Moroso Motorsport Park, W. Palm
Beach. AAMRR. Info 305/793-3394.
MICHIGAN ROAD RACE
● Grattan Raceway Park, Grand Rap-
ids. WERA. Info 803/784-3105 or
616/453-4389.
PENNSYLVANIA MOTOCROSS
Trail-Way Speedway, Hanover. Info
717/359-4310.

October 12

ALABAMA MOTOCROSS
Wares Ferry MX Park, Montgomery.
Info 205/277-1313.
ALABAMA MOTOCROSS
County Line Racetrack, Pine Hill.
Freddie Flowers. Info 205/385-2690.
ALABAMA MOTOCROSS
Dirt World MX, Jasper. Info 205/
221-6060 or 221-3082.
CALIFORNIA MOTOCROSS
DeAnza Cycle Park, Sunnyvale.
DeAnza Cycle Club. Info 714/242-
5840 or 653-6110.
CALIFORNIA ENDURO
Polka Dots MC Family End. Elkins
Flat. Info 916/635-6335.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info
714/261-6116.
CALIFORNIA CMC MOTOCROSS
● Sunrise Valley Cycle Park, Ad-
elanto. Info 619/245-7339.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, Brentwood. Info
415/829-6091 or 714/662-7377.
CALIFORNIA MOTOCROSS
CA DCR GRAN PRIX. Glen Helen,
San Bernardino. Info 714/371-6333.
CALIFORNIA ENDURO
Bar Benders. CRC. Red Mountain.
Info 714/689-6114.
CALIFORNIA MOTOCROSS
E Street Bridge Track, Marysville.
Info 916/695-2727 or 673-5710.
CALIFORNIA HARE & HOUND
Prairie Dogs. Soggy Dry Lake. Info
CALIFORNIA SCAVENGER HUNT
American Women Road Riders
Alliance. Van Nuys. Info 213/395-
1171.
CALIFORNIA HARE SCRAMBLES
Los Gastos MC, Hollister Hills
SVRA. Info 408/293-8090.
FLORIDA DRAGS
Orlando Speed World, Bithlo. Info
813/392-0866 or 293-5884.
FLORIDA MOTOCROSS
MX of Marion County. Between
Ocala & Gainesville. FMC. Info 904/
591-2050 or 591-2377.
FLORIDA MOTOCROSS
Gateway Raceway, Pace. Info 904/
623-4306.
FLORIDA MOTOCROSS
Diamondback MX, Cocoa. AMA/
WorldSports. Info 305/631-5571.
GEORGIA MOTOCROSS
Riverside Supercross, Calhoun. Info
404/629-4114.
GEORGIA MOTOCROSS
● Ball Ground MX, Ball Ground. Info
404/941-8464.
IDAHO MOTOCROSS
Owyhee MC. CMC Raceway, Boise.
208/362-0423.
IDAHO SCRAMBLES
Black Derby Racing, Little Gem
Cycle Park, Nampa. Info 208/467-
3593.
INDIANA HARE SCRAMBLES
Woodsmen, Inc. Rosewood. AMA/
D-10/15. Info 502/499-0262.
KENTUCKY MOTOCROSS
Pendleton Co. MX Park, Gardners-
ville. Info 606/472-3442.
LOUISIANA ENDURO
Birmingham Track & Trail, Maylene.
Info 205/668-1207.
MASSACHUSETTS MOTOCROSS
Southwick. NESC. Info 413/772-
0685.
MICHIGAN HALF MILE
Hillsdale Green Acres Race Track,
Hillsdale. Info 517/357-4456.
MISSOURI MOTOCROSS
Finger Lakes State Park, 10 mi N. of
Columbia. Info 314/449-7303 or
474-2444.
MISSOURI SHORT TRACK/TT
● Motorsport Raceway, Cape Girar-
deau. Info 314/334-5439 or 334-
7730.
MISSOURI ENDURO
Missouri Mudders, Black Jack
Enduro, Potosi. Info 314/868-4128.
NEVADA CLUB MEETING
Las Vegas, Las Vegas Goldwings.
Info 602/979-2692.
NEVADA DESERT RACE
Wild Bunch MC, Las Vegas. MRAN.
Info 702/796-0944 or 457-1102.
NEVADA MOTOCROSS
● Las Vegas MX Park, Las Vegas. Info
702/878-8977.
NEW YORK MOTOCROSS
Dirt Track, Inc. Mooers. Info 518/
236-7897.
NEW YORK TT SCRAMBLES
● Electric City Riders, 4 mi W. of
Schenectady, AMA Semi-Pro. Info
518/399-4270 or 374-7979.
NEW YORK MOTOCROSS

WNYS. Palmyra. Info 315/597-
4948.
NORTH CAROLINA MOTOCROSS
Devils Ridge MX, Sanford. Info
919/776-2412.
NORTH CAROLINA HARE SCRAMBLES
Wolf Island Downs, Reidsville. Info
919/549-7959.
OHIO HILLCLIMB
● Dayton MC. Oregonia. AMA Pro.
Info 614/ 891-2425.
OHIO HARE SCRAMBLES
Salem MC. CRA. Salem. Info 216/
427-6645.
OHIO MOTOCROSS
Dirt Country MX Park, Blanchester.
Info 513/625-9987 or 791-8970.
OHIO HARE SCRAMBLES
Broken Spokes Raceway, S. of New
Philadelphia. Info 216/364-7781 or
364-2481.
OKLAHOMA MOTOCROSS
Allen Ranch, Bixby. Info 918/
428-1237.
OKLAHOMA MOTOCROSS
Motorcycle Raceway, Oklahoma City.
Info 405/681-9492.
OKLAHOMA ST/TT
Creek County Speedway, Tulsa. Info
918/247-6675.
PENNSYLVANIA MOTOCROSS
Beaver Valley Raceway, Rocky
Ridge. Info 717/693-2880.
PENNSYLVANIA MOTOCROSS
Hurricane Hills Sports Center, Clif-
ford. Info 717/587-2190 or 222-9290.
PENNSYLVANIA MOTOCROSS
Steel City MX, Near Delmont. Info
412/468-4851 or 304/594-1157.
PENNSYLVANIA TRIALS
Trials, Inc. Jamestown. Info 216
327-2527.
SOUTH CAROLINA MX/HS
Interstate MX Park, Moore. Info
TENNESSEE MOTOCROSS
Muddy Creek MX, between Kings-
port & Bristol. Info 615/323-8128.
TEXAS MOTOCROSS
Conroe MX Park, Conroe. Info
409/273-2336.
TEXAS MOTOCROSS
Rio Vista. Info 817/373-2753.
TEXAS MOTOCROSS
● Rio Bravo MX Park, Houston. Info
713/458-0090.
TEXAS MOTOCROSS
● Burleson MX Park, south of Ft.
Worth. Info 817/295-8908 or 295-
1760.
TEXAS MOTOCROSS
● Swan Motocross Raceway, Tyler.
Info 214/882-4215.
VIRGINIA HARE SCRAMBLES
Peninsula 100. Peninsula TrailRiders.
Hampton. Info 804/826-8495.
WASHINGTON MOTOCROSS
Seattle Int'l Raceway, Kent. AMA/
D-27. Info 206/735-1672.
WEST VIRGINIA HARE SCRAMBLES
Big Bear Nat'l. E. of Morgantown.
Info 304/594-1157.

October 17

CALIFORNIA MOTOCROSS
Sacramento Raceway Park, Sacra-
mento. Info 916/363-2653.
CALIFORNIA MOTOCROSS
● P.A.L. Racetrack, Santa Clara. North
American MX Racing Ent./Chris Haa-
land. Info 408/224-6015.
CALIFORNIA CMC MOTOCROSS
● Baylands Raceway Park, Fremont.
Info 415/651-2545.
CALIFORNIA CMC MOTOCROSS
Ascot Park, Gardena. Info 714/261-
6116.
CALIFORNIA AMA SPEEDWAY
Gold County Fairgrounds, Auburn.
916/448-7557.
FLORIDA ENDURANCE RACE
Daytona Int'l Speedway, Daytona.
AMACCS Info 704/684-4297.
INDIANA AMA SHORT TRACK
● Lawrenceville, Winkert Racing Ent.,
Inc. (513) CANCELLED.
SOUTH CAROLINA SUPERCROSS
Riverside Speedway, Greenville.
Stepp Mill MX. Info 704/685-3033.
TEXAS MOTOCROSS
Ross Downs MX Track, Colleyville.
Info 817/481-2804.
TEXAS MOTOCROSS
● Mosier Valley MX Park, Euless. Info
817/540-3813.

October 18

ALABAMA MOTOCROSS
Bessemer. County Line Raceway.
Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX Track, Warrior. Info
205/849-8069.
CALIFORNIA SMX MOTOCROSS
● Perris Raceway, Perris. Info 714/
582-3482 or 582-2522.
CALIFORNIA NIGHT DRAGS
Carlsbad Raceway, Carlsbad. Info
619/727-1171.
CALIFORNIA SHORT TRACK
Monterey County Fairgrounds, Mont-
rey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
● Cycleland Speedway, Marysville.
Info 916/342-0063.
CALIFORNIA ARENACROSS
● Sport Promotions Inc. Hemet Fair-
grounds, Hemet. Pros only. Info 714/658-
6355.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. R &
R Racing. Info 813/986-4950.
FLORIDA MOTOCROSS
Ocala MX, Zuber. FMC. Info 904/
622-9400.
GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info
912/994-6630.
GEORGIA MOTOCROSS
Southern Supercross, Dalton. Info
404/259-3184.
MISSOURI SHORT TRACK/TT

● Motorsport Raceway, Cape Girar-
deau. Info 314/334-5439 or 334-
7730.
NEBRASKA SHORT TRACK
Kam Raceway, Hastings. Info 402/
463-4717 or 462-4436.
NORTH CAROLINA MOTOCROSS
B & B Speedway, 8 miles east of
Prom. Info 614/753-2169.
OHIO MOTOCROSS
● 2 miles so. of Nelsonville. Action
Honda Hills, Linnville. Info 614/
228-0690.
TEXAS AMA FLAT TRACK & TT
Boyd Raceway, Boyd. Mike Kidd
Promotions, TDTA. Info 817/284-1766
or 433-5587.
WEST VIRGINIA MX/SCRAMBLE
Middlebourne. Off Roaders Cycle
Club. Info 304/758-2324.

October 18-19

CALIFORNIA MOTOCROSS
Ascot Park, Los Angeles-Gardena.
CMC/Trans-Cal Series. Info 714/261-
6116.
CALIFORNIA ENDURO
Oakland MC. Jackhammer Enduro.
Oakland. Info 415/534-6222.
FLORIDA ROAD RACE
AMACCS Series. Daytona Int'l
Speedway, Daytona. Info 704/684-
4297.

October 19

ALABAMA HARE SCRAMBLES
Wares Ferry MX Park, Montgomery.
Info 205/277-1313.
ALABAMA MOTOCROSS
Burnsville MX, Burnsville. Info
205/874-4844.
ALABAMA MOTOCROSS
● Ft. Rucker. Flying Wheels MX Club.
Info 205/598-4527 or 598-2927.
ALABAMA MOTOCROSS
Rocket City MX, Huntsville. Info
205/772-3075 or 772-3108.
CALIFORNIA MOTOCROSS
Sand Hill Ranch, CVRG Champ. His-
toric MX Series. Info 415/829-5091.
CALIFORNIA GRAN PRIX
Rosarito Beach, Baja. Hilltoppers
MC. Info 213/428-4971 or 714/892-
1557.
CALIFORNIA DESERT RACE
Barstow. ARA Great Pumpkin. Info
714/925-8608.
CALIFORNIA ENDURO
Randsburg. Training Wheels MC. D-
37/FRA. Info 213/320-0407.
CALIFORNIA TRIAL
Corral Canyon ORV area near San
Diego. SDTR/ATA. Info 619/449-
4980.
CALIFORNIA MOTOCROSS
Glen Helen Raceway, San Bernar-
dino. CRC. Info 213/830-7519.
CALIFORNIA ENDURO
Training Wheels MC. Fremont Val-
ley. Info 213/326-4509.
CALIFORNIA SMX MOTOCROSS
● DeAnza Cycle Park, Sunnyvale.
Info 714/582-3482 or 582-2522.
CALIFORNIA CMC MOTOCROSS
Barona Oaks Raceway, Ramona.
Info 619/565-2406.
CALIFORNIA CMC MX
● Carlsbad Raceway, Carlsbad. Info
714/261-6116.
CALIFORNIA MOTOCROSS
● White Wolf Raceway, Bakersfield.
Info 805/834-0284.
CALIFORNIA TRIALS
San Diego Trials Riders. Corral
Canyon ORV area near San Diego.
ATA/SDTR. Info 619/449-4980.
CALIFORNIA MOTOCROSS
● Argyll Park, Dixon. CMC. Info 916/
678-3592.
CALIFORNIA ENDURO
Jack Hammer Enduro. Oakland MC.
Fouts Springs. AMA/D-36. Info 415/
873-4999 or 830-0395.
COLORADO SPRINTS
Second Creek Raceways, Com-
merce City, Denver. Info 303/450-
0478.
FLORIDA MOTOCROSS
Diamondback MX Park, Cocoa. FL
Gold Cup Series. Info 305/631-5571.
FLORIDA MOTOCROSS
Bunnell. FL Sportsmen MX. Info
904/225-5320.
FLORIDA MOTOCROSS
Gatorback MX Park, Gainesville.
AMA/WorldSports. Info 813/822-
8929.
GEORGIA MOTOCROSS
Family Raceway, Whitesburg. Info
404/942-5930.
GEORGIA MOTOCROSS
● Rome Cycle Ranch, Rome. Info 404/
235-3454 or 232-2202.
GEORGIA MOTOCROSS
● High Falls. Thunder Creek MX. Info
912/994-6630.
GEORGIA MOTOCROSS
Riverside Supercross, Calhoun. Info
404/629-4114.
KANSAS MOTOCROSS
Prairie Pups MC Race Track, Yoder.
316/663-4066.
KENTUCKY MOTOCROSS
Greenbo MX, Argillite. Info 606/
473-7590.
KENTUCKY MOTOCROSS
Hawk Hill Raceway, Battletown.
Info 502/497-4354 or 756-6185.
MASSACHUSETTS MOTOCROSS
Middleboro. NESC. Info 413/772-
0685.
MEXICO GRAND PRIX
Hilltoppers MC, Rosarito Ranch,
Rosarito. SRA. Info 213/428-4971 or
714/892-1557.
MICHIGAN HALF MILE
Hillsdale Green Acres Race Track,
Hillsdale. Info 517/357-4456.
MISSOURI MOTOCROSS
Four Seasons Raceway, Joplin. Info
417/781-3841.

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Dirt World Motocross-Jasper, Alabama
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Oct. 4-5 Carlsbad Raceway, Carlsbad, CA
Oct. 11-12 Argyll Park, Dixon, CA
Oct. 18-19 Ascot Park, Gardena, CA
CA (714) 261-6116

**NMA NATIONAL & REGION
ACTIVITIES**
SANCTIONS —
MEMBERSHIPS
CONTACT NMA
P.O. BOX 46
NORWALK, CA 90650
(213) 868-8112

**SRA California
Schedule**
Oct. 19 — HILLTOPPERS G.P.
(Rosarito Beach)
714-828-1358

Ohio Dealer

BREYLEY YAMAHA, INC. — Yamaha motorcycles & Tri-motos. One of the largest stocked genuine Yam. parts & acces. inventory in U.S. Having trouble finding a part? Call us. UPS daily. 11035 State Rd. (Rt. 94), North Royalton, OH 44133. (216) 237-4543.

Bolt Removal Service

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LeBARD & UNDERWOOD — 321 E. Imperial Hwy., La Habra, (213) 691-0553 or (714) 879-8252. Quality HONDA sales, service, parts & insurance since 1946. Open 7 days a week. 3 miles west of 57 Frwy.

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British Parts

TOLL FREE # — Parts for Triumph, Norton or BSA. Most complete stock in USA. Shipped same day, COD, MasterCard or VISA. Call (800) 527-5544, in OK (405) 787-3440. Euro Cycle Imports, Inc., 1925 No. MacArthur, Oklahoma City, OK 73127.

Ohio Dealer

ACTION SPORT CYCLES, INC. — Suz. & Yam. pts & svc. Large inv. new & used parts & acces. Dirt Specialists. Fox, DG, Hi-Point, Esprit, K-G, Vetter. Visa & M/C, UPS serv. Mon., Thurs. 9-8. Tues., Wed., Fri., 9-6. Sat. 9-4. 11333 N. Union, Alliance, OH 44601. (216) 821-8777.

Crank Shaft Repair

FALCON PERFORMANCE ENG. — We are crank builders for the M/C Industry! We can untwist, tru weld, stroke, regrind or do anything else to any crank. When all you do are cranks, you have to do them right! Falcon Perf., 2041 Range Rd., Clearwater, FL 33575. (813) 461-4897. Call or write for catalog.

Custom Engine Tuning

HIGH PERFORMANCE DYNO TUNING — Engine bldg/porting/polishing. Complete machine shop services by Herb Kane, complete parts/service. Mon-Sat. 9-6. Sherman Oaks Honda-Triumph, 14460 Ventura Blvd., Sherman Oaks, CA 91423. (818) 788-2251.

California Dealer

PERF. CYCLE WKS — rpr/access dirt/street/ATV/Jet Ski. All brands parts/access. Eng. bldg/boring/porting/crank re-bldg/electrical shock serv/mods. KTM sales/parts/service. UPS daily. 7948 E. Firestone, M-F 9-7, Sat. 9-5. (213) 861-9957.

Custom Engine Tuning

PRO-TEC — Go where the factories go to accurately match parts for max power. Dynamometer and flow bench analysis or two or four-stroke engines in our complete R & D facility. (714) 738-0631. (213) 697-6759, 282 Gemini, Brea, CA 92621.

Custom Painting

SUPERBIKES BY SCOTT — Specializing in custom graphics & Factory color repairs. Also sandblasting, frame, accessory & helmets refinished. For all your painting needs. Scott Daugherty, (714) 650-5214.

Race Proven Performance
CYLINDER SERVICE
Handcrafted Cylinder Liners — porting, engine balancing on our new PMC Beta Vibration Analyzer. Bill Wagner's Northwest Sleeve and Engine Works, 150-B N.E. Victory, Gresham, OR 97030.
(503) 666-8430

DIRT TRACK TIRES

A & A RACING SERVICE — Carlisle Dirt Track Tires AMA National legal 19/51-S compound. Also new 20-S compound for non-nationals. We ship daily VISA/MC accepted or C.O.D. Open Mon.-Fri. 9-5 2900 Spring St. #5, Redwood City, CA 94063. (800) 551-7755, except CA (415) 368-6259.

Enduro Rollcharts

JART — Enduro Rollcharts — Easy to read — Used by all factory teams — Many options — guaranteed. Any enduro, any place — \$5 each day. Club rates. Subscription service. 1210 N. Jefferson St., Ste. H, Anaheim, CA 92807. (714) 666-0136.

Engine Building and Repair

CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

Exhaust Systems

AIRCONE builds custom cone kits or pipes to your specs. Complete custom metal fabrication and plating shop. Nickel, Chrome, Brass, Copper, Gold Plating done by mail. 5901 Emerald Ave., Las Vegas, NV 89122. 702/456-4177.

Tennessee Dealer

REES MOTORS — BMW & Can-Am complete parts, sales & service. 21 years as BMW dealer. Machine shop. Complete rebuild shop. UPS daily Visa & M/C. 109 Noblitt St., Shelbyville, TN 37160. (615) 684-2953.

Frame Straightening

THE FRAME SHOP — Professional collision specialists. All forms, front end, swingarm, wheel reconditioning. Complete welding facility to repair broken cases, fins, front end acc., crushed frame tubes or ? 11074 Mercantile, Stanton, CA 90680. (714) 893-6700.

Frame Straightening

DR JOHNS — Precision frame straightening. Head angle rakes Pro Stock & Desert racing. Mag wheels, stems, crowns & fork tubes straightened. All model ATV's case welding & fin repair. 1524 "A" Industrial Park St., Covina, CA 91722. (818) 332-1598.

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BELL HELMETS — Wants you to know about their factory Customer Service Dept. They can make your Bell Helmet look and work like new! Free inspection with exact price quote. Call Customer Service Dept. between 7 a.m. & 5 p.m. Mon.-Thurs. at (213) 921-9451

Insurance

CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. (714) 956-5222, (213) 637-0751. P.O. Box 3878, Anaheim, CA 92803.

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MISSOURI SHORT TRACK/TT

● Motorsport Raceway, Cape Girardeau. Info 314/334-5439 or 334-7730.

MONTANA ENDURO

Billings MC, Billings. Info 406/252-5588 or 252-7216.

NEVADA CLUB MEETING

Las Vegas. Las Vegas Retreads. Info 602/979-2692.

NEVADA CLUB MEETING

Las Vegas. Las Vegas Goldwings. Info 602/979-2692.

NEVADA HARE & HOUND

Western States Racing Assn. Nat'l Championship. Winnemucca Dry Lake, near Reno. Info 702/322-8083 or 826-0276.

NEW JERSEY MOTOCROSS

Raceway Park, Englishtown. Info 201/46-6331.

NEW YORK TRIALS

D-4 Series. Millport. Info 607/535-2672.

NEW YORK MOTOCROSS

Hunt MX Track, Hunt. Info 716/476-2697.

NEW YORK MOTOCROSS

Walden Playboys, Clintondale. Info 615/453-4622 or 453-8203.

NORTH CAROLINA HARE SCRAMBLES

Taylorsville. Cycleland, Inc. Info 704/632-3301.

NORTH CAROLINA MOTOCROSS

● Montrose MX. Raeford. Info 919/875-3805.

OHIO HARE SCRAMBLES

Gran Prix Raceway, Canal Fulton. Info 216/239-1598.

OHIO DIRT DRAGS

New Waterford. Info 216/482-2112 or 457-2026.

OHIO MOTOCROSS/HS

● Action Sports Prom. Nelsonville. AMA/D-11. Info 614/753-2169.

OHIO MOTOCROSS

Ohio International Raceway, Ravenna. Info 216/372-3712.

OHIO DIRT DRAGS

● New Waterford. Info 216/482-2112 or 457-2026.

OHIO HARE SCRAMBLES

Broken Spokes Raceway, south of New Philadelphia. Info 216/364-7781.

OKLAHOMA ENDURO

OK Dirt Riders Black Jack Enduro. Nat'l event. AMA, Oklahoma City. Info 405/631-1999.

OREGON ENDURO

Championship 100, Husqvarna of Gresham. Info 503/667-3970.

OREGON MOTOCROSS

Northwest MX Assn. Albany. Info 503/928-4474.

PENNSYLVANIA HARE SCRAMBLES

Flying Dutchmen MC, Schuylkill Haven. Info 717/345-8918.

SOUTH CAROLINA MOTOCROSS

Stepp Mill MX, Riverside Speedway, Greenville. Info 704/695-3033.

SOUTH CAROLINA MOTOCROSS/HS

Interstate MX Park, Moore. Info 803/574-7930.

TENNESSEE MOTOCROSS

Transouth MX Club, TMC Park, Portland. Info 615/824-4506.

TENNESSEE MOTOCROSS

Smoky Mtn. MX, Pigeon Forge. Info 615/453-4622 or 453-8203.

TEXAS MOTOCROSS

Rio Bravo MX, Houston. Info 713/459-1235.

TEXAS HALF MILE

Devils Bowl Speedway, Dallas. Plus Vintage races. Info 817/488-9133.

TEXAS MOTOCROSS

● Mosier Valley MX Park, Euless. Info 817/540-3813.

TEXAS MOTOCROSS

Conroe MX Park, Conroe. Info 712/756-4114 or 273-2336.

VIRGINIA HARE SCRAMBLE

Blue Ridge Cycle Club, Martinsville City Reservoir. Info 703/632-2680 or 632-8171.

WASHINGTON MOTOCROSS

● Jolly Rogers, Kent. AMA/D-27. Info 206/735-1672 or 228-2391.

WASHINGTON MOTOCROSS

Horn Rapids ORV, Richland. Info 509/837-4438.

WEST VIRGINIA HILLCLIMB

Alum Creek, AMA Challenge HC Club. Info 304/756-3551.

October 21

CALIFORNIA SPEEDWAY

Ventura Raceway, Ventura Fairgrounds, Ventura. Info 805/985-5433.

October 22

CALIFORNIA BMA MOTOCROSS

● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CLUB MEETING

Oakland M/C Clubhouse, 742 45th Ave., Oakland. Info 415/537-5392 or 835-8521.

CALIFORNIA MOTORCYCLE DRAGS

● Baylands Raceway Park, Fremont. Info 415/651-2545.

October 23

CALIFORNIA SPEEDWAY

Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA SPEEDWAY

Ascot Raceway, Gardena. Info 213/515-5115.

OREGON MOTOCROSS

● Portland Int. Raceway, Portland. Info 503/285-6635.

OREGON MOTOCROSS

Delta Park, Portland. Northwest MX Assoc. Info 503/635-7884.

WASHINGTON SHORT TRACK

● Clark County Fairgrounds, Ridgefield. Info 503/283-3773.

October 24

CALIFORNIA MOTOCROSS

● P.A.L. Racetrack, Santa Clara. North American MX Racing Ent./Chris Haa-

land. Info 408/224-8015.

CALIFORNIA CMC MOTOCROSS

● Baylands Raceway Park, Fremont. Info 415/651-2545.

CALIFORNIA CMC MOTOCROSS

Ascot Park, Gardena. Info 714/261-6116.

CALIFORNIA AMA SPEEDWAY

Gold County Fairgrounds, Auburn. Info 916/448-7557.

CALIFORNIA MOTOCROSS

Sacramento Raceway Park, Sacramento. Info 916/363-2653.

INDIANA AMA SHORT TRACK

● Lawrenceville, Benkert Racing Ent., Inc. (513) 662-7759.

SOUTH CAROLINA SUPERCROSS

Riverside Speedway, Greenville. Stepp Mill MX. Info 704/685-3033.

TEXAS MOTOCROSS

Ross Downs MX Track, Colleyville. Info 817/481-2804.

TEXAS MOTOCROSS

Texas Rio Bravo, Houston. AMA. Info 713/459-1235.

TEXAS MOTOCROSS

● Mosier Valley MX Park, Euless. Info 817/540-3813.

October 25

ALABAMA MOTOCROSS

Bessemer. County Line Raceway. Info 205/477-5389 or 477-6848.

ALABAMA MOTOCROSS

Warrior MX Track, Warrior. Info 205/849-8069.

ALABAMA MOTOCROSS

Ashland/Talladega. Coleta Valley MX. Info 205/354-4586 or 354-2805.

ALABAMA MOTOCROSS

● La Fayette. Penton MX. Info 205/864-9448 or 864-9641.

CALIFORNIA SMX MOTOCROSS

● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

CALIFORNIA NIGHT DRAGS

Carlsbad Raceway, Carlsbad. Info 619/727-1171.

CALIFORNIA MOTOCROSS

Cycleland Speedway, Marysville. Info 916/342-0063.

CALIFORNIA SHORT TRACK

R & D Enterprises, Monterey. Info 408/449-7367.

FLORIDA MOTOCROSS

Dade City Raceway, Dade City. R & R Racing. Info 813/986-4950.

GEORGIA MOTOCROSS

● High Falls. Thunder Creek MX. Info 912/994-6630.

GEORGIA MOTOCROSS

Southern Supercross, Dalton. Info 404/259-3184.

NEBRASKA SHORT TRACK

Kam Raceway, Hastings. Info 402/463-4717 or 462-4436.

NORTH CAROLINA MOTOCROSS

B & B Speedway, 8 miles east of Bridgerville. Info 919/243-4924.

OHIO MOTOCROSS

● C.O.C.R. 6 mi south of Lancaster. AMA/D-11. Info 614/237-3511.

OKLAHOMA SHORT TRACK/TT

Creek County Speedway, Tulsa. Info 918/247-6675.

TEXAS AMA FLAT TRACK & TT

Boyd Raceway, Boyd. Mike Kidd Promotions, TOTA. Info 817/284-1766 or 433-5587.

October 25-26

CALIFORNIA RALLY

Griffith Park Rally, Mineral Wells. Info 818/780-5542.

CALIFORNIA CLASSIC RALLY

Mountain Motor Sports Classic. Highlands Park, Ben Lomond. Info 408/338-2715.

NEW YORK MOTOCROSS

State Championships. Broome-Tioga Sports Center, Binghamton. AMA. Info 607/723-3523 or 648-4997.

October 26

CALIFORNIA HARE & HOUND

● 100's MC, Johnson Valley. Soggy Dry Lake area. AMA/D-37. Info 213/693-0367.

CALIFORNIA MOTOCROSS

● Perris Raceway, Perris. Info 714/582-3482 or 582-2522.

CALIFORNIA MOTOCROSS

E Street Bridge Track, Marysville. Info 916/695-2727 or 673-5710.

CALIFORNIA MOTOCROSS

● Sand Hill Ranch. Brentwood. Info 415/634-3328 or 209/524-7013.

CALIFORNIA DESERT RACE

Tankslappers Wild Wizard Chase. Whirl Tower. Info 619/427-5759.

CALIFORNIA GRAN PRIX

Sunrise Raceway, Adelanto. CRC. Info 213/830-7519.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

RESULTS

Motocross Greene's Raceway Disputanta, VA Sept. 9 By Caryl Pigg

125 A	Kaw
Scott Holliman	Hon
Steve Wilkerson	Hon
Jimmy Ogles	Kaw
250 A	Kaw
Mike Harris	Kaw
Darrell Davenport	Suz
Sonny Mitchell	Hon
OPEN A	Kaw
Mike Harris	Kaw
Pete Shinault	Hon
Mike Ryan	Hon
OPEN B	Hon
Jerry Dubberly	Hon
Jon Hetrick	Yam
Josh Abston	Hon
SR	Hon
Sonny Mitchell	Hon
Buddy Holland	Yam
David Olds	Cag
SUP SR	Yam
Bob White	Yam
Lennie Anderson	Kaw
Geo. Murray Jr.	250 B
Michael Henry	Suz
John Parks	Yam
Andrew Reynolds	Hon
125 B	Hon
Pete Payne	Hon
Greg Guarnera	Hon
Stephen Nevins	Hon
PEE WEE	Kaw
Ben Ricks	Kaw
Tres Bruce	Kaw
Shawn Quillen	Kaw
JR MINI	Kaw
Ben Ricks	Kaw
Tres Bruce	Kaw
Shawn Quillen	Kaw
SR MINI	Hon
Pete Payne	Hon
John Winslow	Hon
Cliff Markham	Kaw
125 C	Yam
Steve Gaumer	Yam
Richard Whatlen	Kaw
Todd Marshall	Hon
250 C	Hon
Joel Walker	Hon
Tim Mantooth	Yam
Harvey Holcombe	Hon

Motocross Pendleton Co. M.C. Park Gardnersville, KY Sept. 14

JR MINI	Kaw
Randy Barger	Kaw
Ray Bell	Kaw
SR MINI	Kaw
Brian Brown	Kaw
Robin Parker	Hon
Mike Houseworth	Suz
125 C	Kaw
Jeff Boeckmann	Kaw
David Russell	Kaw
Eddie Ring	Hon
125 B	Kaw
Timmy Skidmore	Kaw
Brian Brown	Kaw
Darren Darlington	Hon
200	C-A
Matt Berry	250
Scott Summers	Hon
Corky Houseworth	Suz
Mark Willis	Yam
OPEN	Hon
Scott Summers	Hon
John Lang	C-A
Lance Wade	Yam
OPEN SR	Hon
Ron Fischer	Hon
Carson Bentley	Suz
Keith Morgan	C-A

Motocross Marion County MX Reddick, FL Aug. 10 By Gwen Millan

60	Kaw
Josh Latina	Kaw
Kenneth Jones	Hon
Jeremy Hunter	Kaw
PP	Suz
Dean Joiner	Suz
MINI A	Kaw
Adam Smith	Kaw
Chuck Coates	Kaw
MINI B	Yam
Chris Umstead	Yam
Josh Latina	Yam
Travis Blackburn	Kaw
MINI C	Yam
Todd Rousseau	Yam
Tobias Pardue	Kaw
Jody Underwood	Kaw
SR	Kaw
Denny Hunter	Hon
D.L. Mays	Hon
Robert Godfrey	Suz
125 A	Kaw
Gary Paul	Kaw
Mark Peterson	Hon
125 B	Hon
Marcus Pedrero	Hon

Wes Keenum	Yam
Don Horsley	Hon
125 C	Yam
Hugh Adams	Yam
Brent Bronson	Hon
Lonnie Blackburn	Kaw
OPEN A	Hon
David Adams	Hon
OPEN B	Kaw
David McPherson	Kaw
Michael Mims	Yam
Chris Nelson	Yam
OPEN C	Hon
Bill Kasavage	Hon
Jamie Joiner	Yam
Doug Tilley	Hon
250 C	Yam
Jon Grant	Yam
Mike Houston	Kaw
D.S. Mays	Hon
250 A	Kaw
Alan Andreau	Kaw
Jim Hull	Suz
Mark Peterson	Kaw
250 B	Hon
Don Horsley	Hon
Brent Cole	Kaw
Dusty Holt	Hon

Motocross Gary's Warrior MX Warrior, AL Sept. 20 By Melanie Nobles

JR CYC	Kaw
Damien Brown	Kaw
Joshua Nichols	Kaw
Shane Posey	Kaw
SR MINI C	Kaw
Ty Crook	Kaw
Ricky Allen	Yam
Paul Sharp	Hon
125 B	Hon
Eddie Fine	Hon
Mike Higuera	Hon
Mike Henn	Yam
125 C	Kaw
Rick Douglas	Kaw
Ken Couch	Yam
Rodney Phillips	Hon
250 B	Yam
Brian Green	Yam
Bob Johns	Yam
Joel Howard	Hon
ENDURO	Kaw
Jeff Gibbs	Kaw
Daniel Mask	Yam
Roy Dugger Jr.	Hon
'84 & OLDER	Hon
Tim Mask	Hon
Bubba Bruce	Hon
Danny Britt	Yam
SR MEN	Kaw
Lewis Brown	Kaw
Cecil Atkins	Hon
MONEY RUN	Yam
Mike Henn	Yam
Tyler Kyle	Yam
Ken Couch	Yam

Motocross Ross Downs Colleyville, TX Sept. 19

MINI JR	Kaw
Brian Dowell	Yam
Coby Owen	Yam
MINI SR	Kaw
Health Kirkland	Kaw
Clint Carlton	Kaw
Jody North	Kaw
MINI BEG	Kaw
Jud Cary	Kaw
Jeremy Pippis	Hon
Chris Berry	Suz
125 BEG	Hon
Mike Mabry	Hon
Bobby Reed	Kaw
Greg Potter	Kaw
125 NOV	Kaw
Erick Ehrenberg	Kaw
Phillip Skipworth	Kaw
Chris Russell	Kaw
250 BEG	Yam
Steve Mack	Hon
Kip Barr	Hon
James Lutz	Kaw
250 NOV	Yam
Art Kinney	Hon
Jay Cox	Hon
Marty Painter	Suz
OPEN NOV	KTM
Brian Hill	KTM
COMB INT	Kaw
Tim Porte	Kaw
Danny Wellborn	Kaw
Lorne Burton	Hon
COMB EX	Hon
Jason Upshaw	Hon
D. Hawthorne	Kaw
Mike Clement	Yam

Short Track Midstate Fairgrounds Paso Robles, CA Sept. 20

50 PEE WEE	Kaw
Jeff Gabhart	Hon
Junior Alvernaz	Suz
60 MINI	Kaw
Jake Zemke	Kaw
William Luker	Hon
80 MINI	Kaw
Zake Zemke	Hon

125 NOV/JR	Hon
Gary Winningham	Hon
Robert Martindale	Hon
Philip Cagliero	250 NOV
James Luker	Greg Taylor
Jack Cook	500 NOV
500 NOV	Gary Ritchie
Gary Ritchie	John Pack
John Pack	Randy Johnson
Randy Johnson	250 JR
Todd Copley	500 JR
Bryan Berger	Gary Vincelet
500 JR	Mark Butler
Gary Vincelet	Steve Sullenger
Mark Butler	VET
Steve Sullenger	Mark Butler
VET	Russell Barnett
Mark Butler	Tony De Lacugo

Observed Trials Oklahoma Champ Series Round 7 Sandsprings, OK

MSTR	16
Charles Mallow	20
Shan Moore	66
Mitch Bright	EX
EX	59
Andy Dolph	59
Mark Dolph	62
James Hill	AM
AM	4
Mike Conover	7
Dewey Harper	8
Stan Machart	NOV
NOV	1
John Patterson	5
Joe Mortimer	9
Joe Machart	BEG
BEG	19
Ryan Conover	21
Matt Moore	31
John Glen	

Motocross County Line Raceway Vance, AL Sept. 20 By Dixie Cash

60 A	Kaw
Scott Allums	Kaw
60 B	Kaw
Bruce Pinson	Kaw
Jason Burt	Kaw
Scotty Pinson	Kaw
80 JR	Kaw
Scott Allums	Kaw
Kevin Jackson	Kaw
Matt Neal	Kaw
80 SR A	Kaw
Scott Wilson	Kaw
80SRB 2 YRS & OLDER	Yam
Jeff Elliott	Yam
80 SR B	Kaw
Sam Gallegly	Kaw
Terry Franklin	Kaw
Heath Townsend	Kaw
125	Kaw
Mike Stringer	Hon
Scott Hinsley	Hon
Scott Wilson	Kaw
250	Suz
John Henderson	Yam
Doug Fox	Yam
Dan Boswell	Hon
250 2 YR & OLDER	Kaw
Mike Wilder	Kaw
Dwayne Maddox	Yam
Mike Hall	Hon
OPEN 2 YR & OLDER	Hon
Hugh Gatlin	Hon
Tracy Phifer	Hon
Ronald Granberry	Hon
ENDURO	Hon
Roger Thacker	Hon
Phil Williams	Kaw
Kevin Woods	Hon
ENDURO 2 YR & OLDER	Hon
Roy Merrell	Hus

Motocross NESC Waterboro, ME Sept. 1

85 NOV	Kaw
Steve Harris	Kaw
Scott Carter	Kaw
Mike Bastien	Kaw
85 AM/EX	Suz
David Fantini	Yam
Craig Hoyt	Yam
Wally Silva	Yam
125 NOV JR	Kaw
Alan Baynes	Kaw
Kurt McGrath	Kaw
Ron Jackson	Kaw
125 NOV	Hon
Matt Piedmonte	Hon
Junius Hopkins	Hon
Jeff Mercure	250 NOV
250 NOV	Suz
Tomas Girona	Suz
Dan Madden	Suz
Peter Kane	Hon
OPEN NOV	Suz
Tony Dellofano	Hon
M. Kraskowskas	Hon
Brian Berry	Hon
SR	Hon
David Clemence	Hon

Don Taylor	Yam
Mark Malonson	Hon
125 AM	Yam
Todd Richotte	Hon
Fred Cerundolo	Hon
Doug Henry	Hon
250/OPEN AM	Kaw
Russell Stetson	Suz
Glenn Richetelle	Hon
Mark Labonte	Hon
125 EX	Hon
Joe Waddington	Yam
Jo Jo Keller	Hon
Pat Barton	Hon
250 EX	Yam
Wemyss Scott	Kaw
Keith Johnson	Yam
Chris Fischer	Yam

Scrambles Bolado Park Hollister, CA Sept. 6

50 PEE WEE	60
Jeff Gabhart	60
Ely Huerta	60
Curtis Peebles	60
Jake Zemke	80 EX
BrianSgheiza	80 EX
80 EX	80 NOV
Robert Stevenson	125 NOV
Doug Gillette	250 NOV
Van Hosen	250 NOV
Kenny Waag	Mike Brumit
James Luker	500 NOV
500 NOV	Steve Sullinger
Gary Ritchie	Melvin Elias
Melvin Elias	250 JR
250 JR	Kerry Puccio
Kerry Puccio	Anthony Mitchell
Anthony Mitchell	Kendel Grove
Kendel Grove	500 JR
500 JR	Joe Carrera
Joe Carrera	Anthony Giammanco
Anthony Giammanco	Marty Aglibot
Marty Aglibot	VET
VET	Lynn George
Lynn George	Gary Milewski
Gary Milewski	500 EX
500 EX	Danny Moore
Danny Moore	Robert Miller

Motocross Gary's Warrior MX Warrior, AL Sept. 6 By Melanie Nobles

JR CYC	Kaw
Scott Allums	Kaw
Damien Brown	Kaw
Brett Wallace	Kaw
SR MINI A	Kaw
Dale Ulrich	Kaw
Ty Crook	Kaw
Brandon Smith	Hon
SR MINI B	Hon
Paul Sharp	Hon
Shane Palmer	Kaw
Ricky Small	Yam
125 B	Hon
Brian Tucker	Hon
Mike Higuera	Hon
David Armstrong	Yam
125 C	Hon
Eddie Fine	Hon
Todd Goodwin	Hon
Bubba Bruce	Hon
1984 & OLDER	hon
Bubba Bruce	Yam
Shawn Lowe	Yam
Casey Goodwin	Hon
ENDURO	Yam
Roger Heaton	Yam
Danny Britt	Yam
Randy Goodwin	Hon
MONEY RUN	Hon
Bryan Tucker	Hon
David Armstrong	Yam

Trophy Pickup

Jack Rabbits 1986 Dual European Scrambles July 26-27 trophy presentation at the Jack Rabbits clubhouse, October 4, 1986, located at 9135 Compton Blvd., Bellflower, CA. Starting at 7 pm. Or, any Monday night at 8:30 pm for 60 days following the presentation. (137-40)

For listing in this department, please mail information with \$1.00 per week that it is run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

Porting

PORTING TOOLS — Motors/tools/cutters/stones/kits/mandrels/abrasives/parts/acces. for any M/C, ATV, car or dune buggy port job. #1 US Mfr./Dist. porting tools. CC Specialty, Rt. 4, Box 204, Lawrenceburg, TN 38464 (615) 762-6995.



Radiator Repair

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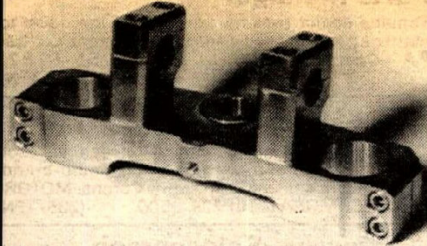
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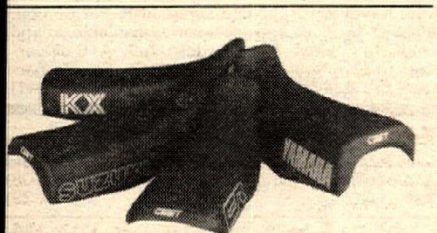
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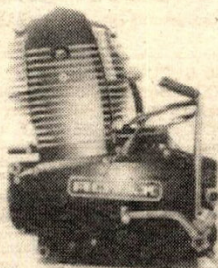
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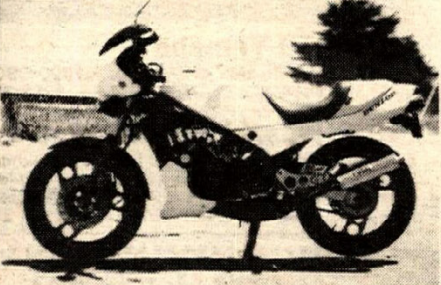
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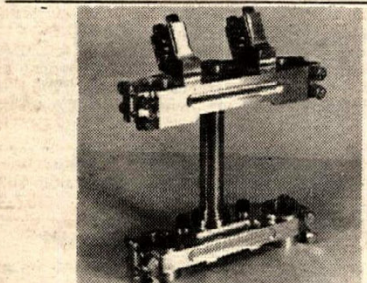
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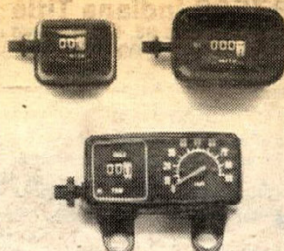


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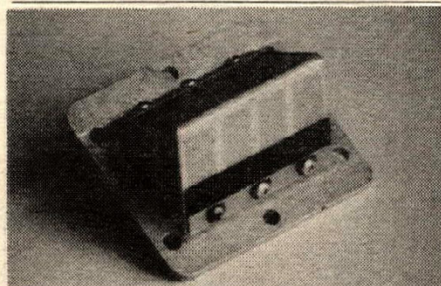
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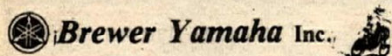
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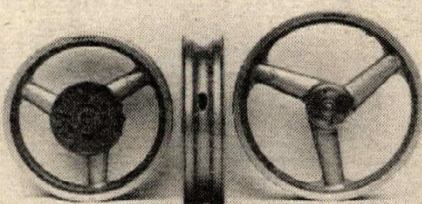
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Pre 1970 totally correct Triumph Bonneville TT Road Racers, Vincent Twins, BSA GoldStars, MV Augusta and all types of Italian exotica. Particularly interested in older road racers. We will be at Carlisle October 2-5 in the R building and at Hershey, bluefield, October 9-11. Kirk White, Wayne, PA. (215) 687-0468. (336-39)

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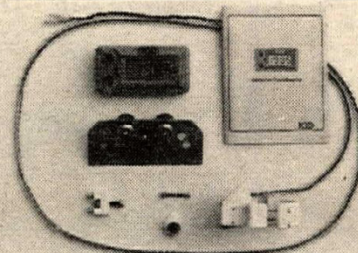
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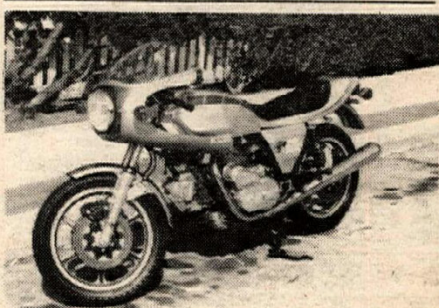
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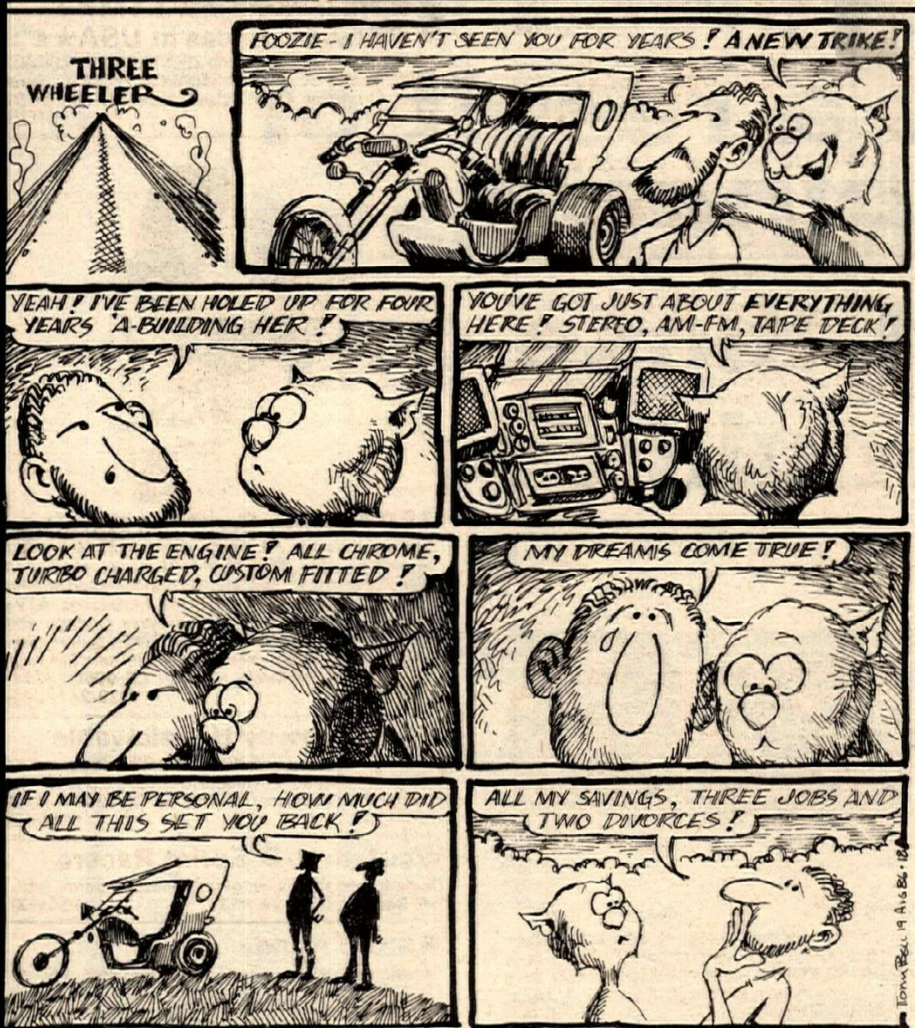
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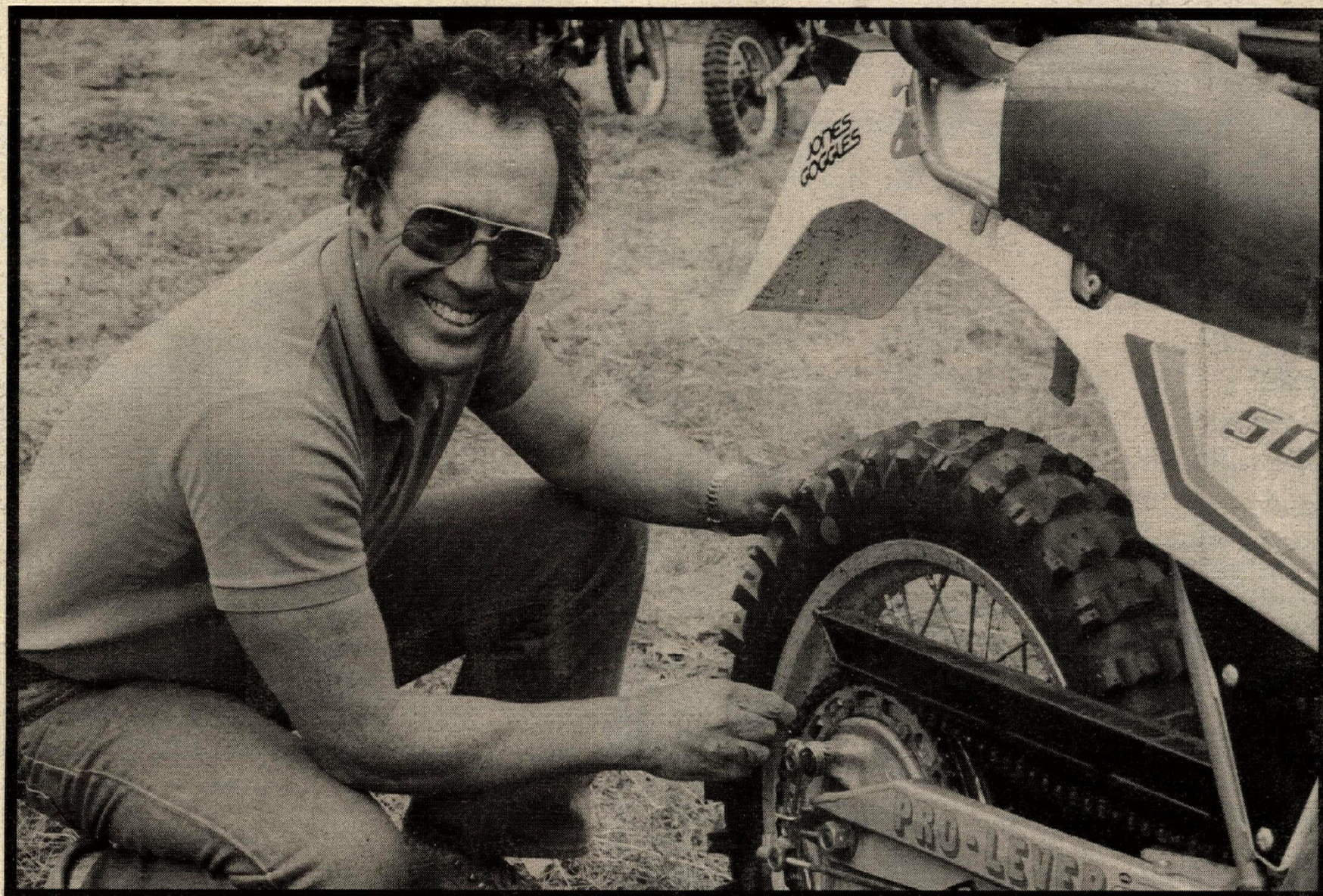


PHOTO: DICK LAGUE

Name: Jim Growney

Occupation: Public relations consultant; artist; writer

Job description: “I have my own firm and do political campaigns and consult with companies on public relations, marketing, and financial relations.”

Riding history: “I didn’t get on a dirt bike until I was 48 years old...then I went out and bought one the same afternoon.”

Riding preference: “I ride off-road every weekend. There’s an incredible amount of excitement to it, and when you’re dirt riding you really can’t concentrate on anything else, so it’s a good way to relax.”

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